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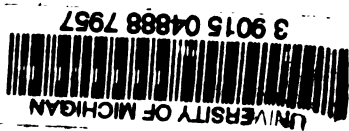
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SIR JAMES WISHART,

*From an Original Drawing the Property of Vice Admiral Hingsmill.*

*Pub. as the Act directs, by R. Foulsham New Bond Street.*



# BIOGRAPHIA NAVALIS;

OR,

IMPARTIAL MEMOIRS

OF THE

LIVES AND CHARACTERS

OF

OFFICERS OF THE NAVY OF GREAT BRITAIN,

*FROM THE YEAR 1660 TO THE PRESENT TIME;*

DRAWN FROM THE MOST AUTHENTIC SOURCES, AND DISPOSED IN A  
CHRONOLOGICAL ARRANGEMENT.

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By JOHN CHARNOCK, Esq.

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WITH PORTRAITS, AND OTHER ENGRAVINGS,

By BARTOLOZZI, &c.

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Nautæque, per omne  
Audaces mare qui currunt, hæc mente laborem  
Sese ferre, senes ut in otia tuta recedant.

HORACE, Sat. 1. Lib. 1.

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IN FOUR VOLUMES.

VOL. II.

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## BIOGRAPHIA NAVALIS, &c.

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1674.

**B**EST, William,—was appointed commander of the Europa hulk in 1674; and, on the 29th of April 1678, was removed into the America, a vessel of the same description.

**BURKE**, William,—was made lieutenant of the St. Paul fireship as early as the year 1665, and was in a very short time afterwards removed into the Bristol. In 1668, a rupture with France being daily apprehended, the equipment of a fleet became necessary, and Mr. Burke was commissioned as lieutenant of the Defiance; from which ship he was soon afterwards removed to the same station on board the Cambridge, and before the conclusion of the year was promoted to the command of the Portsmouth sloop. In 1671 he again served as a lieutenant on board the Tyger; and, in 1674, was made captain of the Isle of Wight yacht: after which time we meet with nothing relative to him.

**DELAVAL**, Sir Ralph, was the third son of sir Ralph Delaval, of Seaton Delaval in the county of Northumberland, created a baronet by Charles the Second, on the 29th of June 1660. He appears, if that circumstance confers any additional honour, to have been descended from a family of the greatest antiquity, Thomas Challock, bishop of the Orcades, steward to Margaret princess of Denmark, consort to James the Third king of

Scotland, drew its pedigree; which bears the following title. "An exact and true genealogy of the most noble and ancient lords of Gouldbransal in the kingdom of Norway from the heathens time, progenitors of the most noble and ancient name of Delaval." The pedigree commences with Harold, surnamed Hairfauger, said to have been crowned king of Norway in the year 858, and who married Offa, or Offa, third daughter of Gouldbrand, or Colbrand, king of Dall, and Signielta, daughter of Sigefird, or Sigrichm, otherwise Sichtrig with the Silken Beard, king of Sogan in Norway. The pedigree is carried on lineally from Gouldbrand; whose grandson appears to be the celebrated champion who attended St. Olaus to England, and was killed by the well-known Guy, or rather Hugh, earl of Warwick; through fourteen descents to sir Guido Delaval, knight, in the reign of king John\*. The great grandfather of Guido, Henry, was the first who is said to have resided at Seaton, which appears to have been, ever since that time, the family seat; and the father of Henry, sir Henrick, was one of the knight's appointed to carry the chief banners at the time William, duke of Normandy, his kinsman, invaded England—*Stirps incluta majorum!*

Ralph Delaval, of whom we are about to speak, entered, very early in life, into the navy, and was, in the year 1666, appointed lieutenant of the *Henrietta*, the *Cambridge*, and the *Tyger*. In 1670 he served in the same station on board the *Adventure*: from this ship he was, in 1672, removed to the *Advice*, and in the following year to the *Eagle*.

On the ninth of April 1674, he was promoted to the command of the *Conitant Warwick*†; but does not appear to have ever been again employed till the equipment of the fleet, by order of king James, for the purpose of counteracting those warlike preparations that were making in Holland, under the influence of the prince of Orange. On the

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\* And from thence continued through ten descents more, to the time of sir Ralph, by Dugdale and Bigland.

† Sir Ralph is said, in an official paper presented to the house of commons in the month of February 1699, to have taken post from the 6th of January 1672.



1st of October 1688, he was appointed to command the York. Though he does not appear to have been a very leading or active person during the tumult and confusion into which the nation was thrown soon afterwards, and which terminated in the revolution, yet king William must have been thoroughly well persuaded of Delaval's firm attachment to his interest, as he had scarcely taken possession of the throne when he appointed him rear-admiral of the blue. On the 31st of May 1690, he was deputed, by the rest of the officers of the fleet, to present an address\* to king William. On this occasion he received the honour of knighthood; and was also promoted to be vice-admiral of the blue: in which station, having hoisted his flag on board the Coronation, he served at the unfortunate action off Beachy Head; which took place soon afterwards †. The Dutch writers, and rear-admiral Evertzen himself, who was present at the action, have

\* " May it please your Majesties,

" We the flag officers, captains, and other officers of your majesties navy, being now ready to enter upon action for the service of your majesties and the defence of our country, do most humbly beg leave to declare to God, your majesties, and to the whole world, that we do acknowledge your majesties to be the undoubted rightful king and queen of England and the dominions thereunto belonging; and we do hereby solemnly renounce all allegiance and obedience to the late king James; and do faithfully promise that we will with our lives defend and assist your majesties against the said late king James, his adherents, and all your enemies whatsoever; and we do therefore most humbly beseech your majesties graciously to accept of these unfeigned expressions of our duty, with our fervent prayers for your majesties safety and success over all your enemies, which can alone create the happiness of all your subjects, and in particular of us, your majesties dutiful and loyal subjects and servants."

Dated, on board their majesties ship Sandwich, in the Downs, May 30, 1690.

† " Sir Ralph Delaval, vice-admiral of the blue, being about nine in the line with the admiral, finding he brought too at the distance of twice gun-shot, he, with his division edged nearer to the enemy till he came within musket-shot. and then began to fire; and so continued, the enemy still edging from him, and he pressing forward, till he came, at last, almost into their line: those he engaged with, setting up their top-gallant sails, sprit sails, and main sails for their getting away; and when there was but little wind they towed from them with their boats a-head."—Extract of the letter from the lords-commissioners of the admiralty, to the queen, published by authority 1691.

been very copious and violent in their censure of the general conduct of the English. Evertzen has carried his rancour so far as to deny their taking any share whatever in the action, two or three of the van ships only, of the red division, excepted, *who fought contrary to Torrington's order.*

It is a fortunate circumstance to the characters of many great men, in different stations and conditions of life, that calumny most commonly defeats its own attempts, by endeavouring to prove too much; so has it in the present instance, for it is well known that the whole of the blue squadron got at least as near the French rear, commanded by the count D'Estrees, as even the Dutch themselves did to their van. The Dutch have laid mighty stress on their being left with twenty-two ships only to fight the whole of the French van. We shall beg leave simply to observe sir Ralph Delaval, with TWELVE SHIPS, fought the French rear, which was very near as powerful as either their van or center, for five hours: that he never complained of being unsupported and deserted; and that he actually defeated and put to flight that part of the enemy's fleet to which he was opposed. The inveteracy of the Dutch may, in some measure, perhaps, be owing to that general opinion, given by the English commanders, that the misfortune of the Dutch was principally owing to their own folly and want of conduct. Sir Ralph himself, in his evidence given to the commissioners of the admiralty, expressly says, that the Dutch did not bear down to the enemy with that attention to order they ought to have paid.

English writers have treated sir Ralph with much more liberality; attributing to him that share in this very unequal contest which he certainly bore, and which his gallantry eminently contributed to render as little productive of national ill as possible, considering the very great disadvantages under which the combined fleet laboured. The king himself entertained the most honourable opinion of his conduct and merit, as may naturally be inferred from his being appointed president of the court-martial, held soon afterwards, for the trial of the earl of Torrington. It is not, perhaps, the least forcible proof of that noble  
lord's

lord's innocence, that this unthankful piece of duty was vested in the person it was: Delaval is known to have disapproved of some parts of the earl's conduct, and to have publicly expressed his censure; yet this was confined to points so trivial, when compared to the magnitude of the accusation, that candour, justice and honour considerably out-weighing private opinion, and, perhaps, personal prejudice, produced the acquittal of the earl, from the mouth of a man who had been himself a witness of his conduct, and was generally supposed to be prejudiced in his disfavour.

Immediately after the engagement off Beachy Head, a squadron was formed of such ships as were in the best condition for service, and put under sir Ralph's command, for the purpose of scouring the Channel of all petty armaments, and also to distress the commerce of the enemy. He had the good fortune to intercept a fleet of Swedish merchant-ships, laden with naval stores for France, of which he captured seven. Early in the following spring he was appointed to command a still stronger squadron, consisting of twenty-six ships of the line, sent over to the coast of France on the same kind of service, and more particularly to block up the port of Dunkirk. These orders he diligently executed: and when the larger ships were laid up for the winter, in the month of September following, a detachment of third and fourth rates, stationed to the westward, was put under his command. On this occasion he removed his flag into the *Berwick* of seventy guns.

In the month of January he was appointed to command the *Streights* convoy, which he conducted with much care and success: and returning immediately with the homeward-bound fleet, had the equal good-fortune to bring it safe into the Downs, where he arrived on the 18th of March. He came to London immediately on his arrival, and was promoted to be vice-admiral of the red, and again appointed commander of a small squadron, sent over to the coast of France, for the protection of the homeward-bound fleet daily expected from the *Streights*. The destruction of this detachment, and another of nearly the same force under rear-admiral Carter, were the objects that influenced Louis the Fourteenth to order *Tourville*

to sea, which soon brought on the ever-memorable and glorious battle of La Hogue\*.

Having happily executed the service on which he was sent, he joined admiral Russel on the 13th of May, six days before the engagement. The share he bore in the early part of it was highly conspicuous, and demands the greater applause as the stress of the action lay almost entirely between the red squadron and the French; very few either of the blue squadron, or the Dutch, being able to get into action. During the pursuit of the flying enemy, sir Ralph, with part of his division, drove on shore and burnt the *Soliel Royal*, Tourville's own ship, together with the *Admirable* and *Conquerant*. His letter, containing a very modest account of this service is generally known, having been already published by most of our naval historians, as well as in the *Gazette*, No. 2769, it therefore becomes unnecessary to reinsert it here. We have only to observe Delaval appears to have eminently contributed to the success of this exploit by his personal intrepidity and example. He shifted his flag from the *Royal Sovereign* to the *St. Albans*, and went close in shore himself, accompanied by the *Ruby*, to cover the boats and fireships. His honour displayed in the account is no less conspicuous than his gallantry had been in the action itself, bestowing the highest encomiums on those officers who had the opportunity of distinguishing themselves, and with the greatest earnestness soliciting rewards adequate to their high deserts. The rage of party having occasioned the removal of Russel from his command as soon as the fleet returned into port for the winter, it was resolved to put the office of commander-in-chief into commission; and Delaval was, on this occasion, named one of the persons to whom it was intrusted†. This appointment took place on the 24th of January; and on the 15th of April following he was also included in the commission for executing the office of lord high admiral.

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\* He was one of principal promoters of the second address presented to the queen, in the month of May 1692, expressive of the loyalty and attachment of the naval commanders, a very sufficient re-utation, at least in the opinion of all honourable men, of the charge, or even suspicion of disaffection.

† With Killigrew and Shovel.

The unfortunate naval event of this year \* caused a general clamour, which induced the dismissal both of Delaval and Killegrew. These were the more obnoxious to the populace, as they laboured under the imputation of being, by principle, strongly attached to the cause and interest of the late king; and the greatest expectations were formed of the success of this armament, which was thought the most powerful Britain had ever possessed; yet, perhaps, few had ever put to sea in less real condition for service, shortly manned and worse victualled†. Its numbers made it appear formidable on the ocean. But it was almost totally incapable of undertaking any enterprise against the enemy.

These were the impediments, aided by the total want of information at home, and a treasonable communication of intelligence to the enemy, all which were too notorious to be concealed from the public. Yet such was the prevalent voice of party, that these very inconveniencies were, contrary both to justice and common sense, converted into a treasonable neglect on the part of the joint admirals. Shovel, indeed, was fortunate enough to possess the hearts of the clamorous, and was exempt from the pretended stigma which quickly produced the dismissal of both his colleagues. On the 2d of May 1694, Russel, who had become again reinstated in the popular favour, was appointed first commissioner of the admiralty in the room of lord Falkland: and Delaval, who had till then retained his seat at the board, retired for ever from that busy scene of life‡ in which he had endured so much calumny, and with so little justice.

From this time till his death, which happened in the month of January 1707, he lived totally retired, residing chiefly upon his estate in the north, where his possessions were very extensive, and enabled him to display much hospitality and charity, so that he had the consolation of finding the friends he acquired in private life considerably outnumbered the enemies who had unwarrantably risen

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\* The capture of the Smyrna fleet under convoy of sir G. Rooke.

† So that the ship's companies were obliged to be put to short allowance, almost as soon as the fleet quitted port.

‡ If we except that he continued for some time representative for Great Bedwin, in the county of Wilts. On the 1st of May 1696, he presented, to king William, the Association from that borough, in consequence of the assassination plot.

up against him in his public capacity.—He was buried in Westminster, with great solemnity, on the 27th of the same month.

## 1675.

**ATKINS, Charles**,—was, on the commencement of the second Dutch war in 1672, made lieutenant of the *Victory*; from which ship he was, in the following year, removed to the same station on board the *Resolution*. On the 14th of February 1675, he was promoted to the command of the *Quaker ketch*; but was dismissed the service soon afterwards for submitting to be towed in by the Turks. We have not been able to collect any particulars relative to this act which occasioned his disgrace.

**KIRK, John**,—in 1667, served as lieutenant successively, of the *Monmouth* and the *Mary*. In 1673 he was appointed third lieutenant of the *London*, on board which ship sir John Harman hoisted his flag as vice-admiral of the red, and afterwards as admiral of the blue squadron. On the 16th of March 1675, he was promoted to the command of the *Kingsfisher*; and when a rupture with France was expected in 1678, he was appointed commander of the *Lenox*, and soon afterwards of the *Hampton Court*. This is the latest information we have been able to collect relative to him.

## 1676.

**HASTINGS, Anthony**,—was descended from a very noble family which derives its origin from Robert de Hastings, the father of William, steward of the household to king Henry the First. The grandson of William, who was also a William, was among the barons summoned to parliament by king John in the first year of his reign.

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This illustrious race has intermarried with the immediate descendants of sovereigns, both of England and France\*. In the year 1529, George, lord Hastings, was created earl of Huntingdon, a title the family uninterruptedly enjoyed till the death of the late earl: since which, through failure of male-issue in his immediate line, it has not been clearly ascertained in whom the title vests.

Anthony Hastings † having entered into the navy, was, on the 17th of April 1666, appointed first lieutenant of the *Assurance*. On the commencement of the second Dutch war in 1672, he was made second lieutenant of the *Cambridge*; in which station he continued to serve till its conclusion. On the 29th of November 1676, he was promoted to the command of the *Quaker* ketch: and when the rupture with France was expected in 1678, he became again a lieutenant, being appointed to the *Harwich*; from which ship he was, on the 2d of May following, removed to the same station in the *Royal Charles*, the ship on board which sir John Kempthorne had hoisted his flag as vice-admiral of the fleet destined for Channel service. The prospect of hostilities vanishing soon afterwards, and a life of inactivity ill suiting Mr. Hastings's gallantry, he again solicited employment, which he at last procured, being appointed, on the 4th of November 1679, lieutenant of the *James* galley, one of the vessels soon afterwards stationed in the Mediterranean under admiral Herbert. This commander, on the 23d of August 1680, removed him into the *Bristol*; and on the 22d of April 1681, promoted him to the command of the *Sapphire*. In the month of September following, in company with the *James* galley, commanded by captain Shovel, he fell in with and captured a large Algerine corsair, called the *Half Moon*, carrying thirty-two guns and three hundred and eighty men. Engagements with those

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\* John lord Hastings married first Margaret, youngest daughter of king Edward the Third, and his queen Philippa; and, secondly, Anne, grand-daughter of Thomas Brotherton, eldest son of king Edward the First, by Margaret his second wife, daughter to Philip the hardy, king of France.

† He was the grandson of Henry Hastings of Leicester-abbey, knight, and Mabel, daughter of Anthony Ffaunt, or Farrant, of Foston in the county of Leicester. Henry, above-mentioned, was the son of sir Edward Hastings, second, or, some say, third son of Francis, second earl of Huntingdon.

pirates

pirates had always been long and desperate. This was rendered particularly obstinate from the lieutenant's being an English renegade, who, consequently, knew he could expect no mercy. He was hanged immediately after the enemy's ship was taken possession of.

From the time captain Hastings quitted the command of the *Adventure*, which is a period not known, he does not appear to have been employed till the very eve of the revolution. On the 12th of October 1688, he was appointed commander of the *Woolwich*, and had the fortune to capture two of the few vessels of the Dutch armament which the fleet of James, powerful as it was, was able to intercept. Notwithstanding he had thus faithfully adhered to the interest of his sovereign while he retained legal possession of the throne, he had patriotism sufficient to assist heartily in the revolution and arrangement of government, which took place immediately on his deserting it. William was so well assured of his honour and integrity, that he promoted him, soon after his accession, to the command of the *Essex* of seventy guns. In the following year he was removed into the *Sterling Castle*, a ship of the same force as the former: he commanded this vessel at the battle of *Beachy Head*. The year 1691 ingloriously passed away without any engagement, the French cautiously avoiding a second trial of their prowess, in which they might probably lose the little temporary credit they had gained the preceding summer.

The year 1692 must ever be remembered, by Englishmen, as the æra of one of those victories which have established, on a foundation not to be shaken, her naval credit and consequence. At the battle of *La Hogue* captain Hastings commanded the *Sandwich*, a second rate of ninety guns, and fell, towards the conclusion of the first day's fight\*, having deservedly acquired, and uniformly supported the character of a brave and truly honest man. His body was brought ashore at *Portsmouth*, and is said to have been conveyed to *London* for interment†.

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\* Not being able to avoid driving among the enemy's ships, because his anchors were not clear.—*Lediard*.

† "Colonel Hastings, who was killed in the fight, was buried on the 7th of June in great state, the queen sending her coaches, and the nobility and gentry two hundred more; the whole being escorted by eight companies of guards."—*Campbell*, vol. 3.

BYNARD,



1677.

BYNARD, Walter,—was, in 1672, appointed first lieutenant of the Monmouth, and in the following year of the Royal Catherine. On the 24th of October 1677, he was promoted to the command of the Ann galley.

COTTEN, Andrew,—was, on the 20th of July 1677, appointed commander of the Experiment. On the 16th of January following he was removed into the Hound sloop, and on the 15th of February 1679, into the Chatham. From the 10th of July 1680, when he was appointed to command the Fanfan yacht, till some time after the revolution, he continued in the same line of service. On the 20th of October 1681, he was removed into the Monmouth yacht, and from thence into the Navy yacht on the 20th of February 1682-3. He was re-commissioned to the same vessel on the 24th of March 1684-5. We meet with nothing farther relative to him till after the revolution, when we find him captain of the Charlotte yacht. In the month of May 1689, he captured a small French privateer, which is the only circumstance to be recorded of him beyond the list of appointments and promotions. On the 29th of August he was made commander of a vessel called the Play Prize. In the month of May 1693, he was captain of the Northumberland, a third rate of seventy guns, and died in the command of this ship on the 13th of June following.

CROW, Anthony,—is most remarkable for never having commanded any other vessel than a yacht, called the Kitchen, during the whole period of his service, which continued from the 17th of April 1677, till the revolution. He was four times re-commissioned to the same vessel, on the 1st of April 1685, on the 3d of June 1687, on the 3d of May 1688, and again, on the 1st of June following. We meet with nothing relative to him after the revolution. He is said in a MS. account of the flight of James, supposed to have been written soon after the

the revolution, to have commanded the vessel in which that monarch made his escape to France. This may account for his having quitted the service as he appears to have done from that time.

**FARMER, William,**—was appointed commander of the *Bezan* yacht on the 16th of January 1677, and was re-commissioned to the same vessel on the 12th of August 1680.

**HARTLEY, Mark,**—was made lieutenant of the *Cambridge* in 1668, and third lieutenant of the *London* in 1672. On the 12th of July 1677, he was promoted to the command of the *Woolwich* sloop.

**HODDER, Richard,**—was made second lieutenant of the *Antelope* as early as the year 1664: in 1666, and again in 1671, he was appointed to the same station on board the *Dover*. In 1672 he served as first lieutenant of the *Rainbow*, in the following year of the *Portland*; and on the 9th of March 1674, was removed into the *Guardland*. He was promoted to the command of this vessel on the 23d of May 1677; after which, on the 2d of October 1684, he was made first lieutenant of the *Phoenix*.

**LLOYD, David,**—is a person who has made a much greater figure in the political than the naval world. He was appointed lieutenant of the *Henry* in 1672, and was promoted to the command of the *Mermaid* on the 18th of September 1677. He was removed into the *Reserve* on the 12th of April 1678: on the 27th of May in the following year he was again removed into the *Dover*. On the 20th of October 1680, he was made commander of the *Crown* and sent on the *Mediterranean* station, where he continued a considerable time. He had no other commission till the 5th of May 1687, when he was appointed captain of the *Sedgemore*. His naval service closed with the revolution.

Strongly attached both to the person and politics of James the Second, he accompanied him into exile, and ever continued his steady adherent. The management of almost all those intrigues which took place after the accession of William the Third were entrusted to him: he was his confidential agent; and, to do justice to his sincerity, we cannot but confess, that whatever opinion we may entertain of the complexion of his politics, he was uniform and steady

steady in them; a consistency very few of his cotemporaries had any pretensions to. He frequently revisited England at the greatest personal risk to himself; and for the service of his master hesitated not to put his life into the power of those of whose duplicity and treachery to others he had had so many proofs. He continued to reside in France many years after the decease of his royal master; but is said to have returned to England in the year 1714, and to have died suddenly soon afterwards\*.

MAJOR, James,—was, on the 20th of October 1677, appointed commander and master of the Fly-boat prize, by sir John Narborough, at that time commander-in-chief in the Mediterranean.

MITCHELL, Andrew,—was, on the 12th of July 1677, made captain of the Emsworth sloop: on the 12th of June 1678, he was removed, by commission from vice-admiral Herbert, into the Woolwich; and lastly, on the 17th of February 1682-3, was appointed commander of the Deptford yacht.

MITCHELL, Sir Baltimore, — was made captain of the Deal yacht in the year 1677. Commanding this vessel at the time king Charles took one of those little naval excursions of which he was so remarkably fond, that monarch conferred on him the honour of knighthood. His name does not again occur as having held any command.

PULHAM, John,—was appointed commander of the Ann Speedwell in 1677.

SHOVEL, Sir Cloudeſly,—is one of those singularly fortunate and great characters who have raised themselves purely by their own intrinsic merit, from the humblest

\* Two anecdotes related of him by Dalrymple, prove him to have been a man possessed of a considerable share of blunt honour. They are too expressive of his character to be omitted.

James was one day complaining to his courtiers of his eldest daughter, but speaking with tenderness of the princess Anne. Capt. Lloyd, of the navy, who liked not the last part of the conversation, quitted the room; but, turning back his head as he shut the door, muttered aloud, "Both b—, by G—."

James was expressing joy at St. Germain's, upon the news that the king of Siam had been converted to Christianity, "I am sorry for it, (said Lloyd) for then his subjects will depose him."

station in life, and for a long series of years possessed the love of all those with whom they associated, the general applause of the people, and the most unlimited confidence of the sovereign, without ever experiencing those gusts of private animosity, public calumny or royal distrust, to which the greatest characters are not only subject but have actually experienced. Fortunate almost in every enterprise he undertook, he had the singular consolation of finding the partial failure of those few which sunk below the public expectation, and probably his own, were imputed as a misfortune to him and not a crime; and that the public voice, instead of condemning, pitied him as a friend and brother in distress. Thus was he comparatively happy in every action of his life; and his death appears a lesson, from Providence, to mankind, that no man is born to be completely fortunate.

This great man was descended from parents who were in such circumstances as not to be able to make any better provision for him, than by binding him apprentice, as it is reported by Dr. Campbell, to a shoe-maker. This mean occupation ill-suited to the nobleness of his disposition, he procured himself to be recommended exceedingly young, being at that time not more than nine years of age, to the patronage of sir John Narborough, who made him one of his cabin-boys; and soon \* discovering in him that genius and greatness of mind which paved the way to his future promotion, pitched on him, in the year 1674, as the properest person in the squadron, to send with a remonstrance, to the Dey of Tripoli, against a variety of piratical acts of hostility which had been committed by his corsairs. Mr. Shovel was instructed to accommodate, if possible, the difference which existed, on very moderate terms. But though he acquitted himself in this

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\* Of his early propensity to undertake great and glorious deeds, a singular instance is given in a traditional but authentic anecdote, preserved by his descendants. Almost on his first entrance into the navy, under the patronage of sir John Narborough, while he was yet his boy, hearing that admiral expresses an earnest wish that some papers of importance might be conveyed to the captain of a distant ship, young Shovel undertook to swim through the line of the enemy's fire with the dispatches in his mouth. This he actually performed,

deli-

delicate commission with the greatest spirit and address, he was not able to work the haughty Dey to compliance. A second attempt and visit were equally unsuccessful: but the observations he had made during the short time he was on the shore, enabled him to project the demolition of the Tripoline Squadron, though it lay at anchor under the very guns of the town. On returning to his ship he communicated his scheme to his admiral and patron, sir John Narborough, who thinking no person so fit to carry an enterprize into execution as the person who had planned it, sent him, on the night of the 4th of March, with all the boats of the fleet into the harbour. The most brilliant and perfect success attended the undertaking, and contributed not a little to encrease, if possible, the esteem and affection entertained for him by the admiral, who soon after appointed him to the command of the *Sapphire*\*.

In the beginning of the month of November 1679, being then at Tangier under the command of admiral Herbert, captain Shovel was one of the officers sent on shore, with a party of seamen, to assist in the defence of that place against the Moorish army, by which it was besieged. On the 8th the enemy made a desperate, but fruitless attempt, to storm the lines, and were repulsed after a trivial injury done to the English, in which nothing was more severe than the temporary loss of captain Shovell's services, occasioned by a wound, happily of no worse consequence. In the month of September 1681, being removed into the *James* galley he fell in, while in company with his old ship the *Sapphire*, with a large Algerine corsair mounting thirty-two guns, called the *Half Moon*, and, after a long and desperate action, took her.

In the month of December following captain Shovel, assisted by captain Booth of the *Adventure*, drove on shore, near Masagram, another corsair called the *Flower-pot*, carrying thirty-four guns and three hundred men. But it being then dark, they were obliged to defer her complete destruction till day-light, when they sent their boats on board and burnt her. During the remainder of this war troublesome as it was, though with enemies ap-

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\* 3d May 1677.

parently so inconsiderable, captain Shovel continued to render himself as formidable as perpetual disturbance given to their depredations, and the little commerce they held with the rest of the world would admit. In particular, on the 14th of January 1682-3, he captured one of their saiteas; and in the month of February 1685, not only destroyed one of the richest merchant-vessels belonging to Saltee, but also compelled one of their corsairs, mounting twenty-eight guns, to seek refuge under the walls of their fort. He did not return from the Straights till the month of November 1686. So high was the opinion entertained by James of Mr. Shovel's honour, that although he knew his political principles were hostile to his own, he thought proper to appoint him to the command of the *Dover*, in which station he was, when the landing of the prince of Orange, and abdication of his former sovereign, freed his loyalty from restraint, and enabled him to unite courage with inclination in the service of William the Third. At the battle of Bantry he commanded the *Edgar*, and so much did he distinguish himself in that action, that he was knighted by king William at the same time admiral Herbert was created earl of Torrington. He removed soon afterwards into the *Monk*, and was appointed commander of a squadron, consisting of four ships of war and five small vessels, stationed to cruise up and down Channel and off the coast of Ireland. In this service he met with considerable success, taking many prizes, which, though not very valuable, perhaps, to the captors, distressed the enemy to the greatest degree, as their cargoes principally consisted of stores for James's Irish army.

In the following year he was commodore of the squadron which convoyed William to Ireland; and so much to the satisfaction of his sovereign did he acquit himself, that he was immediately appointed rear-admiral of the blue. He continued cruising in the Irish sea a considerable time, and omitted not the smallest opportunity of rendering service to his country and displaying his natural inclination, a love of enterprise. Prevented, as well by the sudden arrival of a French fleet, as by the necessity there was for keeping a force to watch the flying squadron of the enemy, he was not present at the action off

Beachy

**Beachy Head.** Towards the close of the year he assisted general Kirke in the reduction of Duncannon castle; and in January following served as rear-admiral under sir George Rooke, who convoyed king William to Holland.

On his return he joined the grand fleet under admiral Russel, and by a very skilful stratagem had nearly succeeded in decoying a large French convoy into his hands just after they had left the harbour of Brest\*. In the month of October he commanded the squadron which convoyed king William from Holland. Early in the following year he was promoted to be rear-admiral of the red; and on his return from again convoying king William to Holland, joined the fleet under the command of admiral Russel. On this memorable occasion he hoisted his flag on board the Royal William, a new ship of one hundred and six guns. He had now a fresh opportunity, which he did not neglect, of adding to those laurels he had already acquired. The red squadron, of which he was rear-admiral, bore the whole brunt of the action; and nothing but a grievous and sudden indisposition prevented his performing that very eminent service so successfully achieved by sir G. Rooke. The following year was not so fortunate to him, having been unlucky enough to be included in the commission for commanding the fleet†; and the misfortune to the Smyrna fleet taking place, it was hardly possible he should, at least on the first

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\* Of which we have the following account in a letter from Plymouth: "Sixteen English and Dutch men of war and tenders, under the command of sir C. Shovel, in the Plymouth, were lately before Brest. They went in under French colours, and were very near, before they were discovered; as soon as they were, the vessels that were off the place tackt and stood from them, except a French frigate of between thirty and forty guns, who steered directly before them, but it was because he mist takes, for before, he was coming a-way betwixt the Plymouth and Centurion; but apprehending what they were, bore away to the leeward: in passing by, sir Cloudesly shot his main yard; nevertheless, being got among the rocks, where they could not come at him, he escaped. There were in all about thirty small vessels and three convoys: six or seven were taken by our ships. The Bridget galley chased one ashore and burnt her; the rest, with their two convoys, got into the harbour.

† He was also appointed one of the extra-commissioners of the navy.

receipt of the news, escape that censure which ever pursues misfortune, from whatever quarter it may arise. This, however, was not of long continuance; the gallant admiral, engaged in the cause of truth, defended not only himself but his colleagues so forcibly, at the bar of the house of commons, that even the most clamorous of the dissatisfied were abashed, and became silent.

In the year 1694, sir Cloudesly, promoted to be vice-admiral of the red, commanded under lord Berkeley in the celebrated expedition to Camaret Bay; and on that lord's returning to London, sir Cloudesly assumed the command of the fleet, which, by the express order of king William, proceeded against Dunkirk. On this occasion was exhibited the singular instance of an expedition being unsuccessful without the smallest blame imputed to the commander-in-chief. Dr. Campbell describes his behaviour, on this occasion, in the following forcible and elegant manner; and we cannot, perhaps, do greater justice to his memory than by quoting the passage.

*" Sir Cloudesly Shovel, however, took care to demonstrate from his conduct, that there was no fault lay in him; for he went with a boat within the enemy's works, and so became an eye-witness of the impossibility of doing what his orders directed to be done; and, therefore, on his coming home, he was perfectly well received, and continued to be employed as a man who would command success, where it was possible; and omit nothing in his power, where it was not."*

The following year he again commanded, under lord Berkeley, in the squadron which bombarded St. Maloes. Here he, as usual, acquitted himself with the greatest honour, affording almost innumerable proofs of that *personal* intrepidity for which he was ever renowned, as he also did in the month of July under the same admiral at the unsuccessful attack made upon Dunkirk: Its failure caused much murmuring at home\*; and Meesters, the engineer, to whose conduct it appears to have been principally owing, vainly endeavoured, by a paper attack on the characters of the commanders, to convince the world the little success of that on the enemy was not imputable

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\* The failure of this unhappy enterprise having never hitherto been fully explained to the public, we have added the following extract from Shovel's



putable to him. During the remainder of the war he  
conti-

Shovel's Journal, as well as from a letter written by him to lord Berkeley, in which it was enclosed, from which it will very evidently appear, what little reason there was to blame the noble commander and his gallant colleague.

Extract of a letter from sir Cloudesly Shovel, to lord Berkeley, dated, Northumberland, in the Downs, 22 Aug. 1695.

" My Lord,

" I have received from Mr. Hibart a copy of Mr. Meesters his Narrative, on which I cannot help making the following remarks. First, he cunningly begins his Narrative the 30th of July, by which he lets slip his tedious preparations of two months, which he promised should be ready in a fortnight: also he buries in oblivion his repeated assurances of his being ready, and his great assurance in asking convoy for some machine, or sink-ships, he pretended to have at Ostend; when, as far as I can learn from thence, there have been none there, neither are there any expected. I verily believe, and am not singular in my opinion, that these sink-ships, and machines, were only an invention to swell his accounts, which, I suppose, if they were well looked into by some understanding man, would appear monstrous, for it is said he had some materials on board his smoke-ships, or machines, as barrels of guns, &c. which were of no more use than if he had put so many stones there."

" *An account of what has occurred to my observation and memory, in relation to the attempt against Dunkirk.*

" Friday, 19 July, 1695. We came to the Downs in order to put the aforesaid attempt in execution, where we expected to have found Mr. Meesters in readiness to proceed, but he arrived not till next day.

" Monday 22d. A council of war was called, at which Mr. Meesters was present. The admiralty's order being positive for attempting of Dunkirk, it was considered in what manner to make the attempt.

" Upon conference with my lord Berkeley before that, I found it was his lordship's intention to make the attack against the pier-heads and ribbank with the seventy and eighty gun ships; but at that council of war, upon examination of the pilots which Mr. Meesters had provided for carrying on the ships to the attack, finding they all in general absolutely refused to take the charge of any ship of so great a draught of water, we were obliged to come to a resolution of employing frigates of about fifty guns; and even these frigates (when the resolution came to be put in practice) these same pilots refused to carry in, as the sequel will shew.

" Tuesday 23d. Sailed with the whole fleet, English and Dutch, under the command of my lord Berkeley, and stood over to the coast of France,

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" Saturday

continued in command; though, from the general poverty  
of

" Saturday 27. Being at anchor off Gravelin, a council of war was called, and Mr. Meesters who had left the fleet (it blowing pretty fresh) and was returned to the Downs with great part of the machines, &c. having now positive orders from my lord to come away; and being expected on the morrow, it was thought advisable to sail nearer into Dunkirk, and to send in eight frigates pretty close towards the brake, to observe what provision was made by the enemy, at the risbank and wooden forts, for their defence, which accordingly was put in execution.

" Monday 29. Mr. Meesters arrived with the machines, &c.

" Tuesday 30. All the small frigates and vessels sailed in nearer Dunkirk and anchored a little to the westward of the brake. Preparations were made for attacking the pier-heads and risbank; and a council of war was called, at which it was resolved (if the weather proved fine) to begin the attack on the morrow morning.

" Wednesday 31. This day the weather not promising fair we did not begin.

" Thursday, 1 August. This morning the weather being fair, the frigates, and bomb-vessels appointed to go with them, went in and began to bombard about seven in the morning.

" About the same time I went with my lord in a boat, and we rowed about to observe in what readiness each vessel was to begin the attack. We met Mr. Meesters, he told my lord he would be ready between ten and eleven o'clock: but I very well remember, after eleven, some of the captains of the machines, &c. with whom my lord spoke, said they had no other orders but to keep near Mr. Meesters.

" As I have before observed, the pilots which Mr. Meesters had provided, and had undertaken to conduct the ships appointed for battery, now would not take charge of them, though they drew but sixteen or seventeen feet Flemish. This, admiral Allemonde acquainted my lord Berkeley with, who sent captain Wassenaar to Mr. Meesters, to inform him of the same. As I understood captain Wassenaar, upon his return from Mr. Meesters, he brought word Mr. Meesters said he could do his business without the battering ships; and most certain it is, when we met Mr. Meesters in his boat afterwards, he made no complaint for want of them, nor did he say any thing to my lord about altering the disposition of his attack.

" 'Tis further observable that the pilots, notwithstanding the assurance given that they would take charge of the frigates to carry them in to the attack, and out at the east channel, yet when they were to the eastward of the forts, they rather chose to turn the ships back to the westward, though they again passed the enemy's shot, than trust to their judgment to sail through the east channel, which makes me of opinion none of the pilots knew the east channel; for I generally find pilots had rather trust their judgment, where they have knowledge, than encounter the enemies shot.

" And,

of events\*, he ceased to have those opportunities of distin-

" Indeed, as I understood admiral Allemonde, these pilots of Mr. Meesters were men of no account, or reputation, for their skill in pilotage, all their pretensions to their knowledge of this place being only grounded upon their having been there once or twice in ships as sailors, never as masters, or having charge of any ships, and therefore could not reasonably be thought sufficiently skilled, or fitly qualified to undertake such a difficult and hazardous enterprize.

" I am pretty positive, that when my lord met Mr. Meesters in his boat the first time, it was near eleven o'clock; and upon his lordship's doubting whether his smoke-ships were ready (having observed his men in a hurry) Mr. Meesters replied, then to-morrow will be as well: and my lord said, he would not lose that opportunity for ten thousand pounds, therefore would have it done, if possible, alledging, the weather being good and the bombardments having been begun; Mr. Meesters then assured his lordship all was ready. After this I went with my lord to the machines and smoke-ships which lay about a mile without Mr. Meesters, some of their captains said they had no other orders than, when they had fitted their vessels (which they were then in hand with) they were to anchor near Mr. Meesters. After my lord had hastened them all towards Mr. Meesters, his lordship met Mr. Meesters in his boat again; it was then one o'clock, and we judged upon the pitch of high water, or rather falling water, which my lord told Mr. Meesters, and said he thought it was too late; but he pertly replied, that it was the better for the falling of the water, and that there was nothing, that he knew of, to hinder the attack. He spake this with so much boldness and confidence, that I must needs say, I was then, as I am now, of opinion, that if my lord had not immediately ordered the attack, he would have thrown the miscarriage upon his lordship.

" Upon the signal being made, the other frigates weighed and did their duty, as far as their knowledge of the place, and the skill of the pilots would permit: but no machine, or smoke ship went with the frigates, neither did they begin the attack, though contrary to the method preforibed, lord Berkeley ordered the Lime to cut and support them in their disorderly attack.

" I remember capt. Carleton, who commanded one of the machines, did cut, but did not fail in, having anchored amongst other bomb vessels, or frigates, that supported them: and Carleton has since told me himself, that he rid near them out of danger of any but random shot from the enemy.

" I further remember Mr. Meesters was very fond of a ship he said he would make shot proof, and said he would lye with her within a cable's length of the pier-head, and take care to order the attacks aright; but I saw no such vessel in that dangerous post.

" Dated at London this 14th of September, 1695."

\* In the month of October 1695, he commanded the Squadron which conveyed king William from Holland. His repeated appointment to this service, which happened to him oftener than all the other admirals put together, is certainly no slender proof of his sovereign's attachment to him.

guishing himself which his courage might demand and his experience claim. Let it not, however, be supposed he remained inactive. In the month of April 1696, he commanded the squadron which covered the bombardment of Calais\*; and in the month of October following, having hoisted his flag as admiral of the blue on board the *Queen*, he sailed on the 17th of Dec. from Spithead, to attempt the destruction of a squadron of French ships of war reported to be in Quiberon Bay. This intelligence proving false, he quickly returned, but not before he had sent

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\* Of which expedition we have the following account, written by himself to the lords commissioners of the admiralty.

“Montague, at anchor off the North Foreland, 5th April, 1696.

“Right honourable,

“Pursuant to your lordship's orders of the 31st of March, we, the 3d instant, having very fair weather, got before Calais with our bomb vessels; and the wind being southerly, which made a smooth sea, we laid our bomb-vessels in a line, and about noon began to heave shells at the town, and continued so doing till the evening; in all which time we expended upwards of 300 bombs and carcases, many of which were seen to fall and break both in the town, and among their embarkations at the pier. I suppose they have done considerable damage to the enemy, though nothing appeared to us more than a vessel being on fire in the harbour, and the town in two or three several places, which were immediately extinguished.

“The enemy were very active with their row-boats and half galleys; but to prevent them from hindering or injuring our bomb-vessels, the frigates and brigantines kept very near them as indeed they were obliged to do.

“The damage we received is, the bomb-vessels have their rigging much shattered, and two of them are very leaky by reason of shot received under water; the mortars all spoiled but two; the brigantines have their rigging much shattered too, and two of them have lost their top-masts; the *Jersey* has both main-mast and fore-mast shot through and spoiled, as also a shot under water which makes her leaky; a bomb fell into her, broke in her hold, and set her on fire; it was soon extinguished; but it is requisite she should go into some port to refit. The *Norwich* has her mizen-mast shot through and spoiled; her fore-mast is also spoiled. She has been a-ground near Calais, and has knocked away a part of her false keel, and her rudder, since which she makes more water than usual.

“The Captain's fore-yard was broke by a bomb from the enemy.

“Captain Benbow had the flesh torn off from his leg, by an accident on board one of the bomb-vessels in the action, and, I doubt, will hardly be able to stir within a fortnight.

“I have an account of fifteen men killed and wounded.”

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commodore Benbow off Brest, to destroy any ships of war that might be laying in Berteauve or Camaret bay. In this hope he was also disappointed, the French ships being all secured in the road of Brest. In the month of April he again commanded the squadron which convoyed king William to Holland. The peace of Ryswick soon after taking place, sir Cloudesly had no maritime employment\* till the month of May 1699, when the conduct of the French court creating a jealousy of its hostile intentions, it was thought necessary to equip a strong squadron to cruise in the Channel, the command of which was given to sir Cloudesly. This precaution probably occasioned the farther continuance of peace, as no other naval service appears to have been required from it, than that of conveying the king to and from Holland. The same conduct and the same consequence took place the following year. In 1701 affairs began to wear a more serious aspect, and Shovel was again appointed to the station he had before held; but the actual commencement of hostilities was deferred till after the death of William. On the succession of Anne, sir Cloudesly was held, as he had been by her predecessor, in the highest esteem, he was appointed to a command, and promoted to be admiral of the white.

In the autumn of 1702 he was again called into active service. On the 16th of October he joined the fleet, then at Vigo, with a squadron of near twenty sail, and was left by sir G. Rooke to bring home the treasure and prizes taken by him at that place. This service he performed with a success superior to what could possibly have been hoped for, or expected, considering the disabled state of his squadron, the encumbrance of the captured ships, and the hazard of entering the British Channel with a numerous fleet, in so unfavourable a time as the month of November. The following year he commanded in chief in the Mediterranean, where the lateness of his equipment, and the pe-

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\* If we except that in the year 1699 he was appointed comptroller of the navy victualling accounts, and also colonel of the marine regiment, to which he was appointed on the 3d of March 1697, as successor to the lord Berkeley, then just deceased. In the month of July 1698, he convoyed king William to Holland, and from thence to England in November following.

remptory

remptory orders under which he was laid for his almost immediate return, prevented his performing any farther service than that of encouraging the friends, and intimidating the enemies of his country by his presence. In the year 1704 he commanded the van of the combined fleet in the action off Malaga, the particulars of which are not necessary to be repeated here, as they have been already related at large in the life of sir George Rooke\*.

On the 6th of January 1704-5, he was appointed rear-admiral of England, and on the 15th of May following commander-in-chief in the Mediterranean, where, through the very great assistance rendered the army by the fleet under his command, king Charles was put into possession of the city of Barcelona. In the following year he was continued in the same command: but from the unaccountable dilatoriness of the Dutch, and other causes, the fleet did not sail from Torbay till the first of October. Under these circumstances little service could be expected from it for that year; and as misfortune generally attends delay, so did a violent storm disperse the fleet on its passage to Lisbon, and render it still less capable of acting against the enemy. During the time necessary for the re-equipment of such ships as had received damage, and while the season of the year forbad any farther naval operations, sir Cloudesly had to combat with a new species

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\* Except that no man ever more deserved the applause of his countrymen, as no one ever took greater pains to acquire it. His letter, which is published at length in the annals of queen Anne, is a curious unaffected account of this celebrated action. It is truly characteristic of his noble spirit, and contrary to the insinuations of some authors, while he speaks with all becoming modesty and real regret of his not having so great a share in the action as he wished, he at the same time bestows those just encomiums on the behaviour of the brave sir George Rooke, his commander-in-chief; which even the inveterate spirit of party calumny has hardly dared to withhold.—Campbell observes, "Sir Cloudesly Shovel, with the van of the English fleet, narrowly escaped being surrounded by the French: but sir George Rooke perceiving their design bore down immediately to his assistance: which seasonable succour Shovel returned in the latter part of the engagement, when several ships of the admiral's division being forced out of the line for want of ammunition he very gallantly came in to their aid. As to taking to himself the merit of beating the French fleet it was not in his nature; he knew his own merit, and his admiral's, and did justice to both."

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of antagonist, the insolence and caprice of the Portuguese. This dispute originated in some improper conduct of one of the younger princes of the royal family; but by sir Cloudesley's firmness and magnanimity the matter was quickly terminated, and with the utmost eclat both to the nation and himself.

In the ensuing summer he co-operated, as far as was in his power, with the duke of Savoy at the siege of Toulon; and if the same zeal for the service of his country, which had uniformly marked his conduct through life, could have ensured success in this, alas! his last enterprize, everything that was glorious, or advantageous to the common cause would have crowned his undertaking. This success, however, Providence, and what is called the chance of war, denied him. And, after having conveyed into security that army for which he fruitlessly attempted to procure victory, and provided for the safety of Italy, he prepared to return to England; but, which is one of those truths which must ever give the historian pain to relate, the Association, on board which ship the admiral was, together with two other men of war, one of seventy and another of fifty guns, were unfortunately lost on the rocks off Scilly on the evening of the 22d of October 1707. Thus perished the gallant sir Cloudesley Shovell in the 57th year of his age\*.

There

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\* "Plymouth, October 28. Her majesty's ship the *Salisbury*, commanded by captain Hofer, is come into our sound, and hath aboard the body of sir Cloudesley Shovell, which was taken up under the rocks of St. Mary's."

"Whitehall, December 31. On the 22d instant was performed the interment of sir Cloudesley Shovell, who was unfortunately lost in the Association on the rocks called the Bishop and Clerks, off Scilly, on the 22d of October last, and his body taken up under the rocks of St. Mary's. He was, at the time of his death, rear-admiral of Great Britain, and admiral and commander-in-chief of her majesty's fleet, one of the council to his royal highness prince George of Denmark, an appointment with which he was honoured on the 28th of June preceding his death, one of the elder brothers of the Trinity House of Dapford Strand, and one of the governors of the royal hospital for the maintenance of aged and disabled seamen at Greenwich. He acquitted himself in these stations with an universal reputation; and through the whole conduct of his life was honoured for a certain peculiar frankness and honesty of behaviour. The body, after having lain in state for many days, was conveyed, at the queen's expence, from his late dwelling-house

There is a particular circumstance attending his death, for which we are indebted to the right honourable lord Romney, his grandson; and being hitherto known to very few persons only, is, consequently, so much the more interesting. The admiral was not drowned; but, after having reached the shore in safety, was according to the confession of an ancient woman, by her treacherously and inhumanly murdered. This atrocious act she, many years afterwards, when on her death bed, revealed to the minister of the parish who attended her; declaring she could not die in peace till she had made this confession. She acknowledged having been led to commit this horrid deed for the sake of plunder; and that she then had in her possession, among other things, an emerald ring, which she had been afraid to sell, lest it should lead to a discovery. This ring, which was then delivered to the minister, was by him given to James, earl of Berkeley, (in possession of whose family it now remains) at his particular request, sir Cloudestly Shovell and himself having lived on the terms of the most intimate friendship. The manner of his death, as well as the discovery of the ring, is related differently by Campbell and others; but from the channel through which the communication was made, we have every reason to conclude this account is undoubtedly most authentic\*.

To

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house in Soho-square, to the Abbey of Westminster, where it was interred with all the pomp and magnificence suitable to so mournful an occasion, and her majesty's high regard to the remains of so brave and faithful an officer."

\* The following account of sir Cloudestly is taken from a little book intitled, "A Consolatory Letter to Lady Shovel." It is supposed to be erroneous as to some of the facts stated in it; but as it contains many judicious observations on his character, and as the book from which it is abridged is become exceeding scarce, it cannot be thought improper in us to insert it. The sentences printed in italics afford us information we do not elsewhere meet with; yet while family tradition and the very respectable testimony of Campbell and others induce us on one hand to discredit a part of this account, we cannot help observing on the other, that it carries with it such an appearance of authenticity as forbids us to despise it totally.

"As to the admiral, he was born, in 1650, in the county of Norfolk, of an ancient family, chiefly considerable for loyalty and plain downright honesty; which were therefore natural and hereditary to sir Cloudestly;



To delineate the character of this brave, and, only in his

delly; nor was it inconsiderable for estate, though that was lessened by their faithful adherence to king Charles I. of ever blessed memory. However the good old gentlewoman, sir C.'s mother, being still alive, enjoys no contemptible competency, which has been transmitted for many years, from father to son, in the family; and being by her son, sir C. redeemed from some incumbrances, was, by his natural affection, continued entire to his mother. Cloudelly was the second son of the family, which was a numerous one, but the rest all died young when he was about thirteen. Sir Christopher Myngs being then an admiral, and most famous in his time, coming to visit this family, to which he was related, desired to have the education of one of their sons under him in the royal navy; and as he was an excellent judge of persons, soon observed something extraordinary hopeful and promising in young Cloudelly, who readily and cheerfully agreed to go under him, as a gentleman volunteer in the fleet: and Great Britain being quickly after engaged in a bloody war with the Dutch, our young hero soon found occasion to distinguish himself in battle; and so became remarkable for valour, as he had been before for virtuous and modest deportment.

"His parents having carefully trained him up to such learning as their country schools afforded, sir Christopher quickly saw that there was a foundation fit enough to receive and bear a noble superstructure, which sir Christopher began to raise, and was afterwards completed by (the never-enough to be commended) sir John Narborough, who, upon the experience of Shovel's eminent courage, conduct, and sweet temper, soon advanced him from one post to another, until he became one of the most considerable captains in the fleet.

"Sir John, who was not only very discerning of men's abilities and merits, but also very just and bountiful in rewarding of them, having then a great and well-deserved interest with the court, recommended, with great earnestness to the duke of York, then lord high admiral of England, and to king Charles the Second, captain-Shovel, as a person that well understood wherein the true honour and interest of his king and country consisted, and as a man that would heartily and steadily endeavour to promote it. These two royal brothers (whom their greatest enemies must own to have been excellent judges of sea officers) advanced him to posts of great honour and trust, whereof he always retained a just and grateful sense. But though he greatly loved king James's person, yet he had an equal aversion to his religion, so that being actuated by the dictates of his conscience, his gratitude and loyalty to his royal master and benefactor, could never move him beyond that superior duty which he owed to the established religion and laws of his country; for this reason only he was prevailed upon to strike in with the interest of king William soon after his advancement to the throne: and that prince was so wise as to honour him with knighthood; as well as to reward and encourage his merits with places of great trust and profit, which her present majesty (whom God long preserve) did, for the same reasons, not only continue but increase

his death\*, unfortunate man, would be useless even were his gallantry, prudence and experience recorded in no other way than in the foregoing very short, and, sorry are

crease and multiply to him while he lived; and afterwards honoured his memory with a more pompous funeral *than ever subjects had before*. The great honours and preferments to which he arrived were but the just rewards of his greater actions and virtues; and yet he as industriously avoided these and all popular applause, as others grasp at them; for indeed his last and highest promotion upon earth was in a manner forced upon him; and it was not without reluctance that he accepted it.

\* In private life he was ever distinguished as a most amiable character, whether considered as a parent, an husband, or a master of a family; so that it is remarked of him, few men lived more beloved, or died more lamented. His strict attention to the discipline of the service, raised against him, among the seamen, a charge of austerly he little deserved; as, it is universally admitted, no man ever possessed a more humane heart: and the following letters afford us a very sufficient proof of his humanity.

Extract of a letter to Mr. Vernon.

" Swiftsure, in the Downs, 17 May 1699.

" Right honourable,

" Before I came to the fleet it was talked that I should be removed to the admiralty board; I then solicited my lord Orford, that he would be so far my friend as to let me continue at the navy board, from whence, if I fell, my fall would be easy.

" I hear my lord Orford is out of all his employments; and still the report holds that I shall remove from the navy to the admiralty board. If such a thing be designed (as I hope it is not) I humbly and heartily beg you will excuse me to his majesty. I am now easy and quiet in an unenvied employment; but to put me into the admiralty is to set me up where I am pretty sure to be tumbled down—for if my lord Orford cannot stand, whose services have been so eminent, what can poor I expect?

" I know your goodness will excuse my impertinence; and I hope you will ever give me leave to subscribe myself,

" Right honourable,

" your most obedient and humble servant,

" C. S."

Extract of a letter from sir Cloudfly Shovel, to the earl of Orford.

" I do hear, from several hands, that the report still continues, that I shall be removed to the admiralty. I have written to secretary Vernon, to desire he will excuse me to his Majesty; and do beg of your lordship, if you meet the secretary in your walks, that you will engage him to excuse me. I know your lordship can do any thing with him, he having expressed much honour and friendship for your lordship."

*Shovel's Papers.*

were add, from the confined limits of the present work, imperfect sketch of the most prominent transactions of his life. But when nations and sovereigns have born ample testimony to them all, the feeble pen of the historian becomes, as it were, unnecessary. The arms he bore \* were granted to him, by order of queen Anne, in commemoration and honour of his well-known gallantry at Tripoli, and his repeated successes against the French. He married the widow of his patron sir John Narborough, by whom he left two daughters, Elizabeth; first married to Robert, lord Romney, and secondly to John, earl of Hyndford; and Anna, first married to the honourable Thomas Mansel, eldest son to lord Mansel, and secondly to John Blackwood, Esq t.

STONE, William,—was, on the 16th of July 1677, appointed commander of the Fanfan yacht. He does not

\* Two crests and a fleur-de-lis.

† A magnificent monument has been erected to his memory in Westminster-abbey, bearing the following inscription: an inscription much censured by Mr. Addison and with great justice, as acquainting us only with the mode of his death, instead of celebrating the many remarkable actions he had performed in the service of his country.

Sir CLOUDSLEY SHOVELL, knight,  
Rear-admiral of Great Britain,  
And admiral and commander-in-chief of the fleet,  
The just rewards  
Of his long and faithful services:  
He was  
Deservedly beloved of his country;  
And esteemed, though dreaded, by the enemy,  
Who had often experienced his conduct and courage;  
Being shipwreckt  
On the rocks of Scylly,  
In his voyage from Thoulon,  
The 22d of October 1707, at night,  
In the 57th year of his age.  
His fate was lamented by all,  
But especially the  
Seafaring part of the nation,  
To whom he was  
A generous patron and a worthy example;  
His body was flung on the shore  
And buried, with others, in the sands;  
But being soon after taken up,  
Was placed under this monument,  
Which his royal mistress has caused to be erected  
To commemorate  
His steady loyalty and extraordinary virtues.

appear

appear to have had any other commission till the 5th of September 1688, when he was made captain of the *Charles* and *Henry* fireship. In this command he was unfortunately drowned at Plymouth on the 20th of November 1689.

**TRELAWNEY, William**,—was appointed lieutenant of the *John* and *Thomas* in 1665. On the commencement of the second Dutch war in 1672, he was made third lieutenant of the *Prince*; and, in the following year, first lieutenant of the *Centurion*. On the 9th of March 1674, he was removed into the *Swallow*; and on the 28th of April 1675, into the *Bristol*. On the 26th of January 1677, he was promoted to the command of the *Lark* frigate. We find him employed, in the month of March 1678, to bring over from Holland a part of colonel Legge's (afterwards lord Dartmouth's) regiment. Immediately after his return he was put under the orders of sir Robert Robertson, who was sent with a small squadron, to the westward, to watch the motions of the French fleet. We have no information relative to him after this time.

**TYRREL, John**,—was the third son of sir Timothy Tyrrel, knight, by Elizabeth, sole daughter and heiress of James Usher, archbishop of Armagh. He was appointed lieutenant of the *Resolution* in 1665. In the year 1672 he was made lieutenant of the *Leopard*, and in 1674 of the *Dragon*. On the 16th of January 1677, he was promoted to the command of the *Drake*. On the 3d of April 1680, he was removed into the *Orange Tree*, and was re-appointed to the same vessel on the 13th of April 1682. On the 23d of February 1683-4, he received, from lord Dartmouth, who was then admiral of the fleet sent to Tangier, a commission to command the *Oxford*. He was removed into the *Phoenix* on the 1st of June following, and sent to the East Indies, where he continued till 1687. On the 4th of September 1688, he was appointed to the *Mord. unt.* Entering heartily into those measures which effected the revolution, he was continued, by king William, in the command of the same vessel.

In the month of October 1689, he narrowly escaped being captured by a squadron of twelve French ships of war.

war. He was then cruising a small distance to the westward of Scilly, in company with the Foresight and Lively. Ten of the enemy's ships, chased the Foresight and Mordaunt, while two pursued the Lively, which was unfortunately taken after a broadside from the enemy which carried away her main-top mast. Captain Tyrrel and his companion happily escaped by dint of steady management, although they were, at one time, within less than gunshot of the enemy. He continued to cruise some time after this off the coast of Ireland, and was successful both in protecting the commerce of the English and in capturing some of the enemy's vessels and privateers.

After his return into port in the month of April, he was promoted to the *Anne*, a third rate of seventy guns. This ship was one of the fleet under the command of the earl of Torrington at the unfortunate battle off Beachy Head. The most fatal consequence attending it on the part of the English, exclusive of the supposed disgrace, was the destruction of this ship. Tyrrel defended himself, however, with the greatest bravery. But the *Anne* having lost all her masts, and being also much damaged in her hull, was forced on shore in Rye Bay the day after the action. The French admiral sent two fireships to burn her, but captain Tyrrel prevented this part of the disgrace by voluntarily setting fire to her himself.

So little did his reputation suffer by this misfortune, that he was soon afterwards appointed to the *Ossory*, a second rate of ninety guns, as a kind of palliative to the chagrin every gallant man, however nobly he may have fulfilled his duty, must feel at such an event. He had ample satisfaction of the enemy at the battle off La Hogue, where he was present and warmly engaged. He died in London on the 6th of December following; having till then retained the command of the *Ossory*.

WHISTON, John,—was, in 1673, appointed second lieutenant of the *Fairfax*, and soon afterwards of the *Advice*. On the 20th of October 1677, he was promoted, by sir John Narborough, to the command of the *Date Tree* prize.

1678.

ARTHUR, Robert,—was made commander of the Preventer sloop on the 20th of January 1678. On the 4th of February following he was removed into the Richmond yacht. He continued to command this vessel many years; and had no other commission till the 30th of August 1688, when he was appointed captain of the Guernsey. His name does not occur in the service after the revolution, although he is known to have commanded a ship, or ships, of the line during the reign of king William. He was living, but unemployed, in 1699. He is said to have died at Barbadoes, but at what particular time is not known.

AIRE, James,—was appointed captain of the Deptford ketch on the 28th of May 1678. He was much esteemed for his skill and supposed knowledge as a pilot; and this opinion unfortunately proved his ruin. When the duke of York, afterwards king James the Second, went to Scotland in the year 1682, he thought proper to go by sea, and a small squadron was ordered to attend him. He himself embarked on board the Gloucester. Of the loss of this ship a particular account has been already given in the lives of sir John Berry and captain Gunman\*; but we shall subjoin the following extract, relative to captain Aire, from the duke of York's Memoirs written by himself†. Aire was dismissed the service.

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\* Vol. I. pages 139 and 226.

† “The duke went in the Gloucester frigate; and, through the unskillfulness or treachery of captain Ayres, the pilot, who was afterwards tried and condemned for it, was in great danger of shipwreck. Ayres's intention was to follow the collier's road; betwixt the coast and sand banks; but the commanders were against it and ordered him to go out to sea, thinking to clear them all; but he still persisted to stick, fancying he had time enough to go within the banks: at last leave was given him, when the commanders thought themselves far enough out at sea to go beyond them all. But they were deceived; for, soon after, the ship struck on the Lemon and Ore, near Yarmouth roads.”

ALLEN,

ALLEN, Thomas,—was, as is supposed by some, the only son of admiral sir Thomas Allen. He first entered into the navy, in 1673, as lieutenant of the Prince; at that time the flag-ship of the brave sir Edward Spragge. After the death of that great commander he was taken, in the same year, by prince Rupert, to be his lieutenant in the Sovereign. On the 26th of March 1678, he was promoted to the command of the Ruby. On the 15th of April 1679, he sailed for Bilbao. He returned from thence in the following month; and in June sailed for the Straights with a fleet of merchant ships under his convoy; and returned from thence alone in the month of August. In the month of March 1680, he was sent to Lisbon with the Portuguese Ambassador; and in June following sailed with a reinforcement of troops for Tangier. On the 6th of November 1689, he was removed into the Quaker ketch; from which time we meet with nothing relative to him till after the revolution: soon after which he commanded the Kingfisher. He died on the 3d of May 1690, in the Hope.

AYLMER, Matthew, Lord,—was the second son of sir Christopher Aylmer, of Balrath, in the county of Meath in Ireland. At his first entrance into life he was employed to raise a body of soldiers, in the province of Munster, for the service and defence of the states of Holland, against Louis the Fourteenth. At the conclusion of the war, the forces being disbanded, Mr. Aylmer became page to the celebrated duke of Buckingham, who sending him to sea, in 1678 he was made lieutenant of the Charles galley; and was, on the 9th of January 1678-9, promoted to be commander of the Chatham sloop. On the 16th of November 1679, he was removed to the Date Tree prize; and on the 5th of May following into the Castle fireship. On the 17th of July he was made commander of the Swan, and sent to Tangier. On the 10th of January 1681-2, he was removed into the Tyger prize, and sent home with the articles of peace concluded between admiral Herbert and the Algerines. On the 21st of June 1683, he was appointed to the Mediterranean; on the 27th September following to the Charles galley; on the 1st of October 1688, he was made captain of the Swallow; and on the 22d of December of the Mary. While he

commanded the *Swallow*, he captured one of the vessels belonging to the prince of Orange's fleet. She had on board four companies of foot belonging to colonel Babington's regiment, and was certainly the most consequential prize taken pending the enterprise. This circumstance is, at least, sufficient to prove, that no political persuasions can induce a man of real honour to betray his trust. Aylmer is known to have been, in his heart, zealously attached to those principles which effected the revolution: he is even charged with a design of attempting to seize lord Dartmouth: and, notwithstanding this temper, he relaxed not in the smallest degree from that conduct, which might have been expected from the warmest friend and personal partizan of James the Second.

Joining in the revolution, he commanded the Royal *Katherine*, a second rate of eighty-two guns, one of the seconds to sir Ralph Delaval at the battle off Beachy Head; and in the ensuing year was sent commodore of a squadron, consisting of fourteen sail, to confirm the peace with the Barbary states, and to convoy home the *Smyrna* fleet; both which services he effectually performed. He carried his convoy safe into Bristol, whence they were escorted into the Channel by admiral Russel and the grand fleet. At the battle off La Hogue he was one of admiral Russel's seconds; in which station he acquitted himself with the utmost gallantry. He was appointed rear-admiral of the red on the 8th of February 1693, and hoisted his flag on board the *Sovereign*, a first rate of one hundred guns. This was the celebrated year when the command of the fleet was put into commission\*. It is memorable also for the misfortune that befel our *Smyrna* convoy off Cadiz, while the grand fleet was amusing itself in a harmless cruise off Ushant. No blame, however, is imputable, on this occasion, even to the admiral-commissioners; much less is any part of that misfortune chargeable on the rear-admiral, who was then only in a subordinate station.

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\* Henry Killgrew, Esq.  
Sir Ralph Delaval, Knt.  
Mr Cloudesly Shovel, Knt.

} Being the commissioners.

Early



Early in the following year \* he was promoted to be vice-admiral of the blue: in that station he continued to serve during the remainder of the war. He was sent to the Mediterranean the same year with admiral Russel, who being taken ill of a flux at Alicant, the chief command of the fleet devolved on the vice-admiral. But the French studiously avoiding an action, after the severe chastisement they had experienced at La Hogue, we have nothing memorable to record, nor is this observation to be confined merely to admiral Aylmer, but extended also to many of his cotemporary commanders, to whom we are at the same time assured, to the act of signalising themselves nothing was ever wanting but the opportunity.

To relate such particulars as we have been able to collect. In the month of May 1696, he commanded the Squadron which convoyed king William to Holland, that monarch embarking with the admiral on board the Elizabeth. Immediately on his return Aylmer sailed to the westward to join the Channel fleet under sir George Rooke: and when it returned into port for the winter, Aylmer again sailed for Holland to convoy the king back to England. In 1699 he was appointed commander of a small Squadron sent to cruise off the coast of France, till the peace of Ryswic was fully concluded. In 1698 he was promoted to be vice-admiral of the red and commander-in-chief of the Squadron on the mediterranean service. He hoisted his flag on board the Boyne on the 18th of August, and sailed from Spithead on the 10th of September following. Contrary winds and stormy weather much retarded his progress, so that he did not arrive at Cadiz till the 25th of October. He wintered in that port, and did not sail from thence till the month of march following, when he repaired to Algiers†. The Dey received him with the greatest cordiality, paid him the highest honours, and

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\* He was at the same time appointed one of the extra-commissioners of the navy.

† Admiral Aylmer was sent into the Mediterranean principally to confirm the treaties with the regencies of Tunis, Tripoli, and Algiers. No notice of this circumstance is taken by any other naval historians than Lediard, which is somewhat extraordinary. The Irish Peerage confounds this command with his former one, under admiral Russel, in those seas.

according to the Turkish custom of making presents to those with whom they are in friendship, sent some fine Barbary horses to king William. This part of his mission being happily fulfilled, the admiral repaired to Tunis, where he was received, if possible, with still greater honours; and was equally happy in his negotiation. The same success attended him at Tripoli. Having thus fulfilled the chief object of the expedition, he visited Leghorn, Genoa, and Alicant; at all which places he was received with the highest respect. He returned to Cadiz on the 21st of September, and arrived off Plymouth on the 17th of the following month.

In the year 1699, on the resignation of the earl of Orford, admiral Aylmer quitted the service on account (as it is said) of Mr. Churchill, who had also retired some years before, being appointed a commissioner of the admiralty. In the year 1701 he was made governor of Deal castle; and having in every other respect continued to live secluded from public life till after the death of prince George of Denmark, and the consequent retirement of admiral Churchill, he was, on the 12th of November 1709, appointed admiral and commander-in-chief of the fleet.

\* We have the following account in a letter from Leghorn, dated June 12, N. S. 1699.

"By a Tartane, which arrived here two days ago from Tunis, we have an account that a squadron of English men of war, under the command of admiral Aylmer, came to an anchor in that bay in the beginning of the last month. The Bey of Tunis was then in the country; but as soon as he heard of their arrival he came to Tunis and went on board the Boyne, where he and his attendants were nobly entertained, and a great many guns fired by the men of war. The Bey was extremely pleased, and gave admiral Aylmer several Turkish horses, and other presents to the rest of the English commanders and others. And as a further demonstration of his respect and veneration for his majesty of Great Britain and his affection to the English nation, he has taken off the 5 per cent. the English paid before, for the merchandizes they imported there, and gave fifty Christian slaves their liberty, several of whom are come hither in the Tartane that brought this news, the rest remaining on board the English men of war. On the 30th of the last month admiral Aylmer sailed out of Tunis bay for Tripoli."

† Except that he served as representative in parliament for Dover, during the chief part of queen Anne's reign.

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In the month of July following, having convoyed several of our outward-bound fleets clear of the home cruisers, he fell in with a small French convoy bound for Martinico and Newfoundland. But notwithstanding he immediately ordered three of his best sailing ships to chase a-head, and followed them with the rest of his force, he was unfortunate enough, through the hazyness of the weather, to be able to secure only one merchant-man (taken by the Assurance) and the Superbe of fifty-six guns, which struck, after an hour's action, to the Kent; the remainder of the enemy's ships, consisting of thirteen sail of merchant-men and the Concord frigate of thirty guns escaping. He was succeeded the following year by sir John Leake, to whom he himself had been successor; and was not again appointed to any command during the reign of queen Anne.

Soon after the accession of king George the First he was again made admiral and commander-in-chief of the fleet, and very soon after appointed governor of Greenwich hospital, ranger of the park, and keeper of his majesty's palace at that place. The war, however, which was expected to break out at that time, gave way to peaceable councils, and the rebellion in Scotland was totally crushed. In December 1716, he commanded the fleet which convoyed his majesty back from Holland; and on the 17th of April 1717, was made commissioner of the admiralty; in which post he did not long continue. He quitted it on the 19th of March in the ensuing year, 1717-18. Being appointed rear-admiral of Great Britain very soon after, May the 1st, 1718, he was created an Irish baron by the title of lord Aylmer; but did not long enjoy those honours, as he died on the 18th day of August 1720†, leaving behind him a name which, though it may not

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\* On the 5th of November 1714.

† The following account is selected from Archdale's Peerage of Ireland, and is inserted as containing many interesting particulars which have not hitherto occurred in any other place. Some of them, have been already related in the life just given.

" Matthew, the second son of sir Christopher Aylmer, of Balrath, in the reign of Charles the Second, was employed to raise soldiers in Munster, to be transported to Holland, for the service of the States against the French. In this business he expended above 4000*l.* of his

not be so eminently distinguished for splendid exploits as that of some of his cotemporaries, may at least be said to have passed through the most troublesome days, through the fiery ordeal of party, and clamours of faction, without meriting reproach or incurring obloquy.

BLAGG,

own fortune. But, after he had completed his number, several misfortunes happening which caused them all to miscarry, he applied to his brother, Sir Gerald, to assist him with money in raising more men, without which his credit beyond sea, and his fortune were likely to be absolutely lost. Sir Gerald having some time before perfected a bond, for the payment of 100 l. to him, in full discharge of the remainder of his portion left by his father upon the estate, consented to advance that sum, and in a short time procured 160 men, whom, by his brother Matthew's direction, he clothed and maintained for three months, at the expence of above 150 l. and at his request, laid out 300 l. more in purchasing a ship, named the Philip of Whitehaven, for their passage to Holland. These forces, at the conclusion of the war, being disbanded, Mr Aylmer became a page to the duke of Buckingham, who sent him to sea, where he improved so well, as to be advanced to the command of a ship in the reign of James the Second; and, after the engagement of La Hogue, was constituted, on the 8th of February 1692-3, rear-admiral of the red squadron, and sent to the Mediterranean, where he gained a great deal of reputation, by the treaties he concluded at Algiers, Tunis and Tripoli.

“He was a man very handsome in his person, of good understanding, indefatigable in business, very zealous for the liberties of the people, and made a good figure in the parliament (wherein he sat, as one of the barons for the port of Dover, from the year 1698 to his death) as well as in the fleet.

“In 1701 he was made governor of Deal castle; 31st of October 1709, constituted a lord commissioner of the admiralty; and, 17th of November following, made admiral and commander-in-chief of her majesty's fleet; in which he was succeeded, 27th January 1710, by Sir John Leake. On the accession of king George the First he was reinstated in that command 19th of October 1714; and in November made governor of the royal hospital at Greenwich, keeper of his majesty's palace there, and ranger of the park. On the 16th of April 1717, he was again appointed a commissioner of the admiralty, and 19th of March rear-admiral of the fleet; in which month he had a patent for the mastership of Greenwich hospital for life; a charitable foundation, which he very much promoted, for the relief of disabled seamen; and by privy seal, dated at St. James's 12th of April; and by patent 1st May 1718, was advanced to the peerage of Ireland by the title of lord Aylmer of Balrath.

“After this advancement he was appointed, in 1720, rear admiral of Great Britain, but died on the 18th of August that year; and having married Sarah, daughter of Edward Ellis of London, esq; had issue by her,

**BLAGG**, or **BLAGUE**, William,—was appointed second lieutenant of the *Monmouth* in 1673. He had no other commission till the 16th of October 1677, at which time sir John Narborough, commander-in-chief in the Mediterranean, took him under his protection, and appointed him first lieutenant of the *Plymouth*, sir John's flag ship. He was promoted by the same worthy patron to the command of the *Orange-tree* frigate on the 22d of February 1678. Vice-admiral Herbert removed him, on the 12th of April 1679, into the *Sapphire*; from which ship he was again removed, on the 3d of May following, by sir John Narborough, into the *Phoenix*. He was re-commissioned to the same vessel on the 13th of August 1679. We find this ship employed principally as a cruiser in the Channel; and that captain Blagg was sent to Tangier, with a reinforcement of troops, in the month of June 1680; and, in the month of November following, with a convoy for the Canaries. We have not been able to learn any other particulars relative to him.

**BOTHAM**, William,—was appointed lieutenant of the *St. George* in 1673. On the 23d of February 1675, he was made second lieutenant of the *Reserve*; and, on the 5th of November 1677, first lieutenant of the *Rupert*. On the 12th of April 1678, he was promoted to the command of the *Roebuck*; and in 1680 was removed into the *Ann* yacht. On the 2d of May 1682, he was appointed to the *Pearl* frigate; on the 18th of April 1683, to the *Orange Tree*; and on the 27th of April 1687, was a second time made commander of the *Pearl*. After the revolution had taken place he was cordially received and employed by king William, who promoted him to the *Restoration*, a third rate of seventy guns: he commanded this ship at the battle off Beachy head, where he unfortunately was killed; establishing, by his death, that reputation he had, when living, always appeared zealous to acquire.

**BROOME**, Samuel,—was appointed lieutenant of the *Zealand*. He was not promoted to the rank of com-

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ber, who died of an apoplexy in November 1710, two daughters, Elizabeth, and Lucy (married to Hugh Fortescue, of Filley in Devonshire, Esq; by whom she had Matthew, lord Fortescue, of Castle-hill; she died at Ebrington, in the county of Gloucester, 27th Feb. 1767) and one son."

mander

commander till the year 1678, when he was made captain of the *Emsworth sloop*. He was removed by sir John Narborough into the *Chatham double sloop* on the 5th of May 1679.

**CHURCHILL, George,**—was the third son of sir Winstan Churchill, of Wooton Bassett, in the county of Wilts, knight, and Elizabeth his wife, daughter of sir William Drake, of Ash, in the county of Devon, bart. John Churchill, afterwards the well-known duke of Marlborough, being his eldest brother.

The family of the Churchills is of very great antiquity, and is descended from Gitto de Leon, who lived before the time of the conquest, and was the head of the very illustrious family of Leon in France. Wandril de Leon, the younger son of Gitto, had two children, Racoul de Courcil, and Roger de Courcil; which last attended William, surnamed the Conqueror, to England; and, as appears by the *Doomsday book*, had a large estate, in land, granted him by that monarch. The grandson of Roger de Courcil was a sir Bartholemew de Currichel, Cheuchill, or Churchill, who was a person in high trust and favour under king Stephen, who made him governor of the castle of Bristol. His descendant, Otho de Churchill, left three sons, the younger of which, named William, was the grandfather of a Charles Churchill, whose steady attachment to the house of York induced king Edward the Fourth to interest himself so far in his welfare, as to give him in marriage the daughter and heiress of a sir William Wildwyde, a person over whom the king had considerable influence, and from whom the family of the Churchill's received a very considerable accession of property.

Thomas Churchill, of Wildwyde, son of the before-mentioned Charles, married one of the daughters and co-heiresses of Tylle, of Tylle-house, in the county of Devon; and his immediate descendant, William Churchill, left three sons, from whom sprang three different branches of this illustrious family. Roger, the second son, married the heiress of Peverell, of Bradford; and by her had issue Mather Churchill, father of Jasper Churchill, great-grandfather of sir John Churchill, knt. lord of Churchill, in the county of Somerset, who dying without issue, his second brother, who was also named John,

John, became the representative of this branch of the family; and (having married Mary, daughter and co-heiress of sir Henry Winstan, of Sandifton in the county of Gloucester) was the father of sir Winstan Churchill before mentioned.

Such is the heraldic account given of this very ancient and honourable family. George Churchill is said, by Campbell, to have been born in the year 1652 or 3: if this be true he must have been made a lieutenant in the navy at the very early age of thirteen, as he was appointed to that station, on board the Delph prize, in the year 1666. He was appointed 2d lieutenant of the York, on the commencement of the second Dutch war, in 1672; and first lieutenant of the Fairfax in the following year. On the 26th of March 1674, he was removed to the same station on board the Castle frigate; and experienced a second removal, on the 9th of March in the following year, on board the Swan. On the 10th of April 1678, he was promoted to the command of the Dartmouth; on the 11th of September 1680, he was appointed captain of the Falcon\*; and on the 26th of September 1688, of the Newcastle.

Of all those who had basked in the sunshine of court favour during the two preceding reigns, none are charged with having had greater obligations to king James II. than the family of the Churchills. But if John Churchill, afterwards better known as duke of Marlborough, had been the constant attendant and most confidential friend of that sovereign, who had on all occasions manifested the most sincere attachment to him, and one of whose first acts of royalty was that of creating him a peer, captain George Churchill, if he ever had been patronised by the sovereign, was certainly so in a less eminent and conspicuous degree. These family obligations, if they deserve that name, were insufficient to ensure his fidelity to his prince, when the welfare of his country appeared to him as at stake.

The motives which influenced the conduct of these men could be properly known only to themselves: those, whe-

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\* In the month of November he sailed with a convoy for the Canaries.

ther true or false, which they affected to hold out and publish to the world, were certainly the efflux of genuine patriotism. Admitting them, according to the wish of their enemies, for a moment, not to have been so, but the offspring of mercenary and interested motives urged and impelled by a natural ingratitude, this charge by no means falls on captain Churchill, with the same weight it does on his elder, and more royally-favoured brother. He does not appear to have had any connexion of intimacy, confidence, or private friendship with the monarch, or to have engaged a greater share of his esteem than, as a commander, he had a right to expect; and, considering him as the brother of a favourite, in a greater degree than he really experienced. This sufficiently exculpates him from the charge of private ingratitude, which has been super-added, by his enemies, to swell the heinous bulk of his political treachery; for such is the violent opinion entertained of his conduct by some, on account of his having been the first commander who held out an example of defection to his colleagues, by carrying over his ship, the *Newcastle*, to the prince of Orange. He is said also to have confessed having framed a design, in conjunction with captain Aylmer and some other commanders, to have seized lord Dartmouth, the admiral of the fleet, which was to have been carried over in a body. Soon after the revolution was effected Churchill was promoted to the command of the *Windfor Castle*, a second rate. He served in this ship, at the battle off Beachy Head, as one of the seconds to the earl of Torrington\*. In that of La Hogue he commanded the *Saint Andrew*, a ship of the same rate as the former, and is said by all historians to have distinguished himself, in that action, in a manner in every respect befitting the character of the brother of so great a man as the earl of Marlborough.

Notwithstanding the high credit in which both his gallantry, his connexions, and his early attachment to his cause must have placed him with king William, he quitted the service for some years soon after this event.

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\* In 1691 he was appointed commodore of a small squadron sent to cruise off the coast of France alternately with one under the command of sir Ralph Delaval.



Many reasons have been assigned, by different persons, for this very extraordinary retirement: the true one is said to have been the appointment of Aylmer to be a rear-admiral, who, being a younger officer \* than himself, was little entitled to such a promotion; and Churchill not enduring to serve as a captain under him, thought proper to withdraw from public life till the year 1699, when soon after the retirement of the earl of Orford, he was appointed a commissioner for executing the office of lord high admiral, a station which he held till the 26th of January 1702, when Thomas, earl of Pembroke and Montgomery, who had been first commissioner, was appointed, by king William, lord high admiral. The death of the king, and the consequent appointment of prince George of Denmark as successor to the earl of Pembroke, restored Mr. Churchill to his station, though he now held it under a different title, being named, on the 23d of May 1702, one of the council to his highness as lord high admiral. He was also appointed admiral of the blue, which was the regular rank he would at that time have attained in the service, had he never quitted it.

The restoration of Churchill to the service had the same effect upon admiral Aylmer that the promotion of the latter had before produced on the former; they were, in this respect, twin stars which never appeared above the political horizon together. Churchill repaired to Portsmouth immediately afterwards † and hoisted his flag on board the *Triumph*. But it is not supposed he went to sea in that capacity during the year 1702; and the more so, as the *Triumph* sailed with sir George Rooke, on the Cadix expedition, on the 19th of June, carrying rear-admiral Graydon's flag.

He was chosen representative for the borough of Saint Alban's in the first parliament which met after the accession of queen Anne. In the month of May 1703, prince George, who on every possible occasion endeavoured to promote and serve admiral Churchill, appointed him to succeed sir George Rooke, whose indisposition at that

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\* He not having been promoted to the rank of commander till nine months after Churchill.

† On the 6th of June.

time

time appeared likely to prevent his putting to sea. Churchill immediately repaired to Portsmouth; and having hoisted his flag on board the Bedford, proceeded in quest of sir George, who had sailed in spite both of gout and fever. On his arrival off Plymouth, on the 11th, he received intelligence that sir George was in some degree recovered, and that the fleet under his command was clear of the Channel. Admiral Churchill therefore returned into port, and does not appear to have ever taken any command after this time.

Contenting himself with his civil station \* it might have been expected he would have been suffered to enjoy in tranquillity a post, which his high connexions well warranted his aspiring to, and which, for any thing that appears to the contrary, he had very sufficient abilities to fill. There are, however, some men, who, either through misfortune or some disgusting trait in their character, pass through life in one continued scene of trouble and uneasiness. This was the lot of admiral Churchill, though elevated not beyond what his rank might lead him modestly to expect, he could not be supposed to excite the envy of the world; but if he escaped that, he was less fortunate in avoiding its hatred. The misfortune which so continually beset our commerce during the time prince George was lord high admiral, excited the murmurs of the mercantile part of the nation; and as the rank of the prince, and the relationship he stood in to the queen, prevented their aspiring to his destruction, they were compelled to be content with pursuing a much more humble victim in the person of his favourite Churchill.

The natural pride of the admiral, of which no subject probably ever possessed a greater share, heard their complaints, which had too much foundation, with neglect and scorn. Injury, increased by insult, augmented the number of his enemies and raised the tone of their displeasure. The favour of the prince, however, protected him effectually, not only against the clamours of the people, but from the ill consequence of many representations made to the queen by the house of lords, which were

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\* One of the council to the lord high admiral.

expressly

expressly contrived to procure his removal; at length the death of his royal patron effected that retirement which so much interest had vainly been exerted to compel.

Admiral Churchill quitted public life immediately after the decease of prince George, and is said to have lived entirely at a pleasant villa, which he had erected in Windsor park. His pursuit in retirement was no less remarkable than the extraordinary storm of care that had always pursued his public occupation. He had constructed the most beautiful aviary in Britain, which he had, at an incredible expence, filled with a most rare and valuable collection of birds. These, on his decease, he bequeathed to two friends, with whom he had ever lived in the strictest intimacy, the duke of Ormond, and the earl of Torrington. He never was married; and the rest of his property, which was considerable, he left to a natural son.

He died on the 8th of May 1710, in the fifty-eighth year of his age, and was buried with great funeral pomp in Westminster-abbey, where a beautiful monument has been erected to his memory, bearing the inscription, which, as it is universally admired for its classical elegance, we have thought proper to insert beneath, notwithstanding it has been already printed by Campbell\*. The character

\* PSE.

GEORGIUS CHURCHILL,

Wintonii equitis aurati ex agro Dorcestrensi,

Filius natu secundus,

Invidissimi ducis MARLBURII,

Frater non indignus.

A primâ juventute militiæ nomen dedit,

Et sub regibus CAROLO et JACOBO,

Terrâ marique

Multâ cum laude meruit.

Serenissimo principi GEORGIO de DANIA,

Per viginti plus annos a cubiculis

Fide, obsequio, moribus

Gratum se reddidit et charum

Regnante GULIELMO,

Quo die classis GALLICA ab ANGLIS,

Ad oras NEUSTRIÆ fugata et combusta est

(Die semper memorabili)

Et Animi vigore et fortitudine pugnavit,

Quo ducem ANGLUM decuit

Mox ab eodem rege,

Æquissime

rafter of Churchill may be comprised in a very few words. His bravery no man could doubt; his ability in the line of his profession was always at least equal to the particular service in which he was engaged; but to say that is not to bestow on it any great encomium, as he never attained any consequential command. Considering him as a statesman it is certainly unfair to charge him solely with having caused, by his obstinacy or neglect, those misfortunes which beset the commerce of England, during the time he held an inferior part in its naval administration. Upon the whole, the clamour raised so repeatedly against him appears to have been suggested and fostered principally by his own pride, which urged him to treat, with a very unwarrantable contempt, all men whom he thought of inferior rank to himself. He was, moreover, endued with an extraordinary degree of self-sufficiency which caused him to estimate his own abilities at a higher price than his contemporaries appeared willing to

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*Æquissimo meritorum iudice,  
Unus è commissariis ADMIRALLIÆ constitutus  
Rer maritimas, quarum erat peritissimus,  
Cusavit diu et ornavit.  
Sub felicissimo demum ANNÆ imperio  
Instaurato iterum bello contra GALLOS,  
Infestissimos hostes BRITANNI nominis,  
Ex ADMIRALLIS unus,  
Et celsissimæ principi Daniæ  
Magnæ totius BRITANNIÆ admirallo  
Factus e consiliis.  
Curarum omnium et laborum particeps,  
Domino suo  
Felicissimam navabat operam,  
Donec fractæ GALLORUM vires,  
Toto mari cesserant.  
Inde principis optimi lateri adhærens  
Ad extremum usque diem,  
Omnia grati piique animi officia.  
Per solvit  
Laboribus tandem et morbis confectus  
Inter amplexus et lachrymas  
Amicorum, clientum et servorum  
Quos humanus, officiosus, liberalis,  
Grates devinctos et fideles habuit;  
Pius, tranquillus, animosus, celebs  
Obiit VIII Maii,  
Ætat LVIII,  
MDCCK.*

cat

rate them at, and in all probability than they really merited. This prepossession in his own favour caused his first retirement from the service, and sunk him much in the popular opinion, which he never lived to regain.

**COLLINS, William**,—is to be remembered only as having been appointed commander of the *Francis* on the 17th of May 1678.

**DRAPER, Thomas**,—was appointed second lieutenant of the *Triumph* in 1672, and in the course of the same year was promoted to be first lieutenant of the *Unicorn*. On the 17th of May 1678, he was promoted to the command of the *Providence* fireship, and on the 14th of September following was removed into the *Anna* and *Christopher*.

**EAST, William**,—was made second lieutenant of the *Resolution* on the 21st of January 1673; and was, like the two gentlemen last-mentioned, promoted to the rank of commander on the 17th of May. He was appointed to the *Thomas* and *Katherine*, a fireship, and does not appear to have ever had any other command.

**FURLONG, Edward**,—was appointed lieutenant of the *Revenge* in 1672. On the 10th of Nov. 1673, he was made second lieutenant of the *Newcastle*, and was promoted to the command of the *Sarah* fireship on the 17th of March 1678.

**HADDOCK, Joseph**,—was the third son of captain William Haddock\*, a commander of much celebrity during the war with the Dutch under the commonwealth; he was appointed lieutenant of the *Lyon* on the commencement of the second Dutch war in 1672: in the following year he was removed into the *Charles*, still retaining his original station. On the 12th of April 1678, he was promoted to the command of the *Swallow*; no notice is taken of his having held any farther command in the navy; but he is said to have gone after this time into the service of the East India Company.

**HEYWOOD, Peter**,—was appointed second lieutenant of the *Resolution* on the 13th of October 1673. On the 27th of December following he was removed to the same station on board the *St. David*. On the 29th of

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\* See Vol. I. p. 229.

January 1675, he was promoted to be first lieutenant of the *Phoenix*; and on the 12th of April 1678, was still farther promoted, being then appointed commander of the *Norwich*. He was sent soon afterwards to the coast of *Guinea*, from whence he returned in the month of May 1679. He continued captain of the *Norwich* a considerable time, as we find him, in the month of Aug. 1680, sent in this ship to convoy an outward-bound fleet of merchant-ships to the *West Indies*. We hear nothing of him after this time.

HOPSON, Sir Thomas,—was appointed second lieutenant of the *Dreadnought* on the commencement of the second Dutch war in 1672. On the 10th of December 1676, he was promoted to be first lieutenant of the *Dragon*. On the 5th of November 1677, he was removed into the *Centurion*; and on the 10th of December following into the *Mary*. Soon after he was appointed to the *Dragon*, that ship was sent to the *Mediterranean*, where Mr. Hopson continued some years; and was, on the 2d of March 1678, promoted, by commission from vice-admiral Herbert, to be captain of the *Tyger* prize. He was sent home to *England* in the following year; but had no other command till the 10th of January 1681-2, when he was appointed to the *Swan*. On the 18th of May 1688, he was commissioned, by king James, to the *Bonadventure*. Having cordially acceded to those measures which effected the revolution, he was immediately employed by king William, who appointed him commander of the *York* of sixty guns. In this ship he served at the battle off *Beachy Head*, and led, with much gallantry, the rear division of the red squadron under *Rooke*, who ever afterwards retained the highest regard for him, and with whom, whether accidentally or otherwise we know not, he was afterwards more frequently associated in command than with any other admiral.

In the month of January \* he was appointed commodore in the river *Medway*, and hoisted his broad pendant on

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\* As appears by the following commission found among the *Shovel Papers*, which we are the more induced to insert, as it contains an interesting illustration of the mode in which the impress service was conducted at that day.

“ By

on board the *St. Michael*, which ship he had before commanded as a private captain. In the month of May following he was promoted to be rear-admiral of the blue.

Having

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" By the honourable Henry Killegrew, esq; Sir Ralph Delaval, and Sir Cloudesly Shovel, knights, admirals of their majesties fleet.

" You are hereby required and directed to take upon you the command of all the ships in the river Medway until such time as any flag comes to the fleet; and whereas complaint has been made that several seamen are detained on board other ships in the fleet, you are upon such complaint to order them to be delivered to the officers that so demand them, together with their cloaths and necessaries, in order to their going on board their proper ships; and you are to give us an account of the weekly advance of each ship under your command, whether in their provisions or otherwise, and to distribute out weekly orders to the persons appointed for the better inspecting and regulating the press, for which this shall be your warrant.

" Dated on board their majesty's ship *Royal Sovereign*, at Blackflakes, the 30th of January, 1693.

" To colonel Thomas Hopson, commander of his majesty's ship the *Saint Michael*,

" By command of the admiralty."

" By the honourable Henry Killegrew, esq; Sec. Sec.

" At a council of war, held on board the *Royal Sovereign*, at Blackflakes, by the honourable Henry Killegrew, esq; Sir Ralph Delaval, and Sir Cloudesly Shovel, knights, admirals of their majesties fleet:

" Resolved,

" That all seafaring men are liable to be press; and those that actually belong to any ships in the fleet are to be returned to those ships. They are to be ticketted and not entered to remain with the officer that pressed them.

" That all officers who send their men to press shall give them tickets, No. 1, to 15, expressing in their tickets what press-gang they belong to.

" That all men belonging to any ships of their majesties, that are pressed or detained on board other ships, be immediately returned to their proper ships; and all seamen and others, belonging to any of their majesties ships, and found on board merchant-men, be taken out of such merchant-ships and returned to their proper ships.

" That no tickets of leave be given after the 1st of February, except to the press gang.

" That all captains give their officers, that go pressing, orders to receive all volunteers, or any other men that are willing to enter into the service, and give them a passage on board to the ship they enter or design for.

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" That

Having hoisted his flag on board the *Breda*, he was appointed second in command of the squadron under sir George Rooke, which sailed the latter end of May as convoy to the Smyrna and Streights fleets. The misfortune which befel them is too well known: but the most clamorous never were unjust enough to charge either of the admirals with the smallest misconduct: on the contrary, it is admitted by all, that their prudence and steadiness preserved a very considerable part of the fleet, which, but for their great exertions, and the mismanagement of the French admiral, would inevitably have been lost. Soon after his return to England he was promoted to be vice-admiral of the blue; and having hoisted his flag on board the *Russel*, was dispatched, with the squadron under sir F. Wheeler, to Cadiz; whence he was to return in order to protect the homeward-bound Mediterranean fleet. He had better success than had attended him on his former expedition, having brought into port a fleet of near an hundred ships without experiencing, during his whole passage, the least sinister accident\*, if we except that it was considerably lengthened by contrary winds. If the life of a commander was ever to be marked with misfortune few would serve under him.

In the month of August following he commanded the squadron which blockaded Dunkirk; from which service he was relieved; in the middle of the following month, by sir Cloudesty Shovel. In the month of September 1695, he was sent over to the coast of France with a squadron; but from the lateness of the season he was obliged to return into port without being able to effect any thing of greater

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\* That all sick men, who have been put ashore since the 19th of May, do return to the ships they then belonged to,

“ You are hereby required to distribute the foregoing orders to all the commanders that are, or shall come under your command, for which this shall be your warrant.

“ Dated on board the Royal Sovereign, the 30th of Jan. 1698.

“ To colonel Thomas Hopson,

“ By command of the admiralty.”

\* It is asserted by some, that he never returned from the Mediterranean after sir George Rooke's misfortune till this time; but this is merely an unfounded surmise, as there does not appear any doubt, but that Mr. Hopson left England with sir Francis.

confe-



consequence than creating an alarm among the inhabitants of the petty seaports. In 1699, when a second rupture with France was expected, he was sent to the westward with a squadron, to counteract any small armament Louis the Fourteenth might have clandestinely equipped and sent to sea. In the following year he had a second appointment of the same kind; and in the month of June 1701, convoyed the troops from Ireland, which were sent, by king William, to the assistance of the States General\*, who were then heavily threatened by France. Having accomplished this service, he returned to Spithead on the 19th of July.

Hostilities commencing in earnest with France immediately after the death of king William, an event which took place on the 8th of March 1702, Hopson was promoted to be vice-admiral of the red. Having hoisted his flag on board the Prince George of ninety guns, he was sent second in command under his former colleague, sir George Rooke, in the expedition against Cadiz. The fleet sailed on the 19th of June. Its ill success with regard to the first object of its attack is well known; but it is needless to say little censure could fall on any of the naval commanders, who could only co-operate, as they really did, to the utmost, with the land-forces, who were, from many unforeseen obstacles, unable to effect their wished-for purpose.

Disappointed at Cadiz, sir George Rooke, as has been already related in his life, received information that Mons. Chateau Renaud, with a strong French squadron and the Spanish galleons under his convoy, had arrived at Vigo. The business required dispatch; and though the attack appeared hazardous, after a short consultation it was unanimously agreed to make the attempt. The troops under the command of the duke of Ormond were landed on the 12th of October; and the admirals having shifted their flags from the first and second rates, which drew too much water, into ships of the next class, a detachment of fifteen English and ten Dutch ships of the line were ordered to attack; of these, vice-admiral Hopson who had shifted his flag into the Torbay, led the van. The French

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\* King William accompanied this armament himself.

admiral had prudently taken every possible precaution for his defence: he had moored his stoutest ships in a line across the entrance of the harbour, with their broadsides to the sea. He had constructed before them a strong boom, made of masts, yards, cables and top-chains, three yards in circumference. It was buoyed up at proper distances by empty casks, and flanked at each extremity by a seventy gun ship.

Hopson had got within cannon-shot of the boom when it unfortunately fell calm, and he was obliged to anchor. Critical and dangerous must have been his situation; exposed not only to the fire of so many of the enemy's ships, but also of a castle on shore, and several newly-constructed batteries mounted with heavy guns from the ships. He bore it, however, both with patience and fortitude; and a breeze springing up soon after, he instantly cut his cable, and crowding all the sail he could carry, bore up to the boom and broke through amidst a most tremendous cannonade on the part of the enemy. The Torbay had now to sustain the additional fire of the *Esperance* and *Bourbon*, whose broadsides, as it has been already noticed, flanked the boom. The vice-admiral was alone and unsupported, for the rest of his division, and the Dutch under vice-admiral Vandergoes, were becalmed just as they reached the boom, so that they were reduced to the necessity of attempting to cut their way through it. Fortune, however, did not long permit him to remain in so critical and trying a condition; a second breeze fortunately springing up, the Dutch vice-admiral luckily passed the boom through the breach Hopson had just made, and took off one of his most troublesome antagonists by capturing the *Bourbon*.

About this time a much more grievous disaster than any that had yet befallen him, threatened the vice-admiral; a French fire-ship grappled him; but Providence, as it were, protected him: the vessel was a merchant-ship laden with snuff, and fitted up in extreme haste as a fire-ship without removing all the cargo; so that when she blew up, the snuff in a great measure extinguished the flames and preserved the admiral. He did not, however, entirely escape; the Torbay having received so much damage, that he was obliged to shift his flag on board the Mon-

Monmouth: but by the time he had done so, the French admiral had fired his ship; and ordering the several captains under his command to follow his example, left a decided victory to the gallant assailants. On examining the account of this attack, as related by sir Geo. Rooke in his Journal, some may be induced to think that admiral in some degree disapproved and censured Hopson's conduct. In answer to this we have to observe, the account alluded to was not intended for the public eye, as it contained his private sentiments written on the instant, and expressed in such terms as first occurred to him.

The representation of difficulty, which, according to Rooke's Journal, was made by the vice-admiral previous to the commencement of the attack, conveys to us an instance of prudence highly commendable, as from his general conduct, and known bravery it is impossible to impute it to any other motive. Sir George viewing the supposed obstacle, thought less seriously of it than Hopson. Both appear to have been, in some degree, mistaken, the enterprize certainly being more hazardous than the first thought it, though, from the distinguished bravery of Hopson and those under his command, it was crowned with a success the vice-admiral himself doubted. It is highly probable his caution before the action commenced was productive of that behaviour to which sir George, in the Journal already alluded to, obliquely attributes rashness. The difference of opinion between the two commanders might stimulate the vice-admiral rather to exceed his orders, by personally exposing himself to greater dangers than the strict line of his duty appeared to require, in order to convince his commander-in-chief, that the hesitation and doubt he had expressed, was the offspring, not of timidity but of that caution which is ever jealous of the national honour which failure soils.

His reception at home, and the rewards so deservedly bestowed on \* him, all confirm the propriety of the above opinion.

\* " St. James's, Nov. 29, 1702.

" Thomas Hopson, esq; vice-admiral of the red, having brought the great ships in safety to Blacklakes, came to town last night and attended his royal highness this morning, who received him very kindly and carried him to wait upon the queen, who was pleased to

opinion. Having acquired honour sufficient to satisfy the most ambitious man, and wealth enough to content a moderate one, he retired from this time from the service\*. He died on the 12th of October 1717.

JACOB, Thomas,—was appointed first lieutenant of the Royal Oak in the year 1665. In the year 1667 he served in the same station on board the Society; as he did in the following year, first on board the Victory, and afterwards the Henry. On the 11th of May 1678, he was promoted to the command of the Hannibal.

JONES, Daniel,—was made third lieutenant of the Saint Andrew in 1673. On the 1st of May 1677, he was made first lieutenant of the Nonfuch; and on the 5th of April 1678, was removed to the same station on board the Royal Charles: on the 12th of the same month he was promoted to the command of the Mermaid. He had no other appointment till the 18th of April 1682, when he was made captain of the Diamond; and was recommissioned to the same vessel on the 1st of June 1684. On the 19th of March 1688-9, he was appointed, by king William, captain of the Foresight. This ship was one of the squadron under vice-admiral Killegrew, employed in the blockade of Dunkirk in the month of July following. In October it was employed as a cruiser; on which service, being in company with the Mordaunt and Lively, they fell in with a squadron of twelve French ships of war a few leagues to the south-west off Scilly: ten of them chased the Mordaunt and Foresight for some hours, but without success; the other two captured the Lively. Captain Jones, after he had escaped this danger, was promoted to the command of the Captain of seventy guns, in

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confer the honour of knighthood upon him, as a mark of her royal favour, and part of the recompense which her majesty graciously intends him, for his signal service at Vigo, where he broke through the boom that was laid across that harbour, for the security of the French fleet and Spanish galleons, whereby he has so greatly contributed to the success of that glorious enterprize.

N. B. The queen afterwards settled upon him a pension of five hundred pounds a year, with a reversion of three hundred pounds a year to his wife in case she should survive him:

\* He was representative for Newton, in the Isle of Wight, in 1705. He was a native of Bunchurch near that place; and having originally ran away from his parents, who were in a very reputable way of life, in order to go to sea, never returned till he attained the rank of admiral.

which

which ship he closed the rear of the blue squadron at the battle off Beachy Head, in which he behaved with great gallantry; and was soon afterwards still farther promoted to be captain of the *Windfor Castle*, a second rate; in which ship he is positively said to have perished on the 29th of April 1693\*. The circumstances attending his death were extremely singular. The ship, on her passage from the Nore to the Downs, ran a-ground, through the unskilfulness of the pilot, on the South Sand-Head. The weather was fine, and every possible assistance was rendered by the boats of the ships which were in company, so that great hopes were entertained † that not only all the crew but the stores and provisions also would be saved. The first was happily effected; but the commander, and some of the principal officers, too earnest in the execution of what they thought their duty, and unwilling to quit the ship while there appeared the smallest probability of saving any thing out of her, remained in her, as it is insisted by some, till it was too late. The event has been already related.

**KERKE, or KIRK, Charles**,—was appointed commander of the *Lenox* yacht in 1678; and was afterwards, on the 6th of September 1681, commissioned, by admiral Herbert, to serve as lieutenant of the *James* galley.

**MAINE, John**,—was made captain of the *Sampson* fireship on the 17th of May 1678.

**SMITH, Robert**,—in the month of December 1678, was appointed captain of the *Deal* yacht.

**TENNANT, Matthew**,—was made lieutenant of the *Zant* frigate on the 3d of February 1673. On the 17th of the same month he was removed to the *Bristol*; and on the 9th of April 1677, was appointed to the same station on board the *Guernsey*. He was promoted to the command of the same ship on the 1st of September 1678, and continued to command this vessel many years, being

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\* This information is certainly false as far as it relates to the death of captain Jones, for we are perfectly convinced he commanded the *Norfolk* of eighty guns in the month of July, after this event is said to have taken place. The real time and manner of his death is unknown to us.

† “*Deal*, May the 2d, 1693.—The *Windfor Castle*, which unhappily ran a-ground on the south sand-head, sets fast still; the men are all saved, and it is hoped the greatest part of her stores and provisions may be preserved if the weather prove favourable.”

recom-

recommissioned to her on the 10th of March 1679-80. We find him employed, in the month of December following, to cruise at the entrance of the British Channel, which is the only particular we have been able to collect relative to the early part of his service. On the 22d of April 1687, he was appointed to command the *Tyger*, in which ship he continued till after the revolution. King William, soon after he ascended the throne, made him captain of the *Breda*, which vessel he commanded at the unfortunate battle off Beachy, in which he behaved with great gallantry, and was severely wounded. He happily recovered from this disaster, but it was only to encounter a much more fatal accident. He was sent in the month of September, under the joint-admirals Haddock, Killgrew and Ashby, to assist the earl of Marlborough in the reduction of Cork. The advanced season obliged the admirals-in-chief, with the larger ships, quickly to return, leaving the rest under the command of the duke of Grafton, who being killed a few days afterwards, it, of course, devolved on captain Tennant as the senior officer on the station. He did not long survive this new honour; the *Breda* taking fire, by some unknown accident, in Cork harbour, blew up, and with her perished the principal part of the crew. Captain Tennant himself was taken up alive, but so miserably burnt that he died in an hour after.

**TENNANT, William**,—probably the brother of the foregoing unfortunate gentleman, is known only as having been appointed captain of the *Chatham* sloop on the 16th of January 1678.

**VITTLES, Richard**,—commanded the *Catherine* yacht; to which he was appointed on the 22d of May 1678.

**WETWANG, Joseph**,—was appointed commander of the Sweepstakes in 1678. He is by some confounded with his brother sir John Wetwang, as having been appointed to command the *Northumberland* \* on the 21st of June 1679; but this is evidently a mistake. On the 16th of July 1680, he was appointed to the *Happy Return*, which is the latest information we have been able to collect concerning him.

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\* See Vol. I. p. 184.

**WILFORD, Robert**,—was appointed lieutenant of the York on the commencement of the second Dutch war in 1672. In the following year he was removed into the Royal Catherine. On the 9th of March 1674-5, he was appointed to the same station on board the Adventure; and on the 9th of April was removed into the Newcastle: on the 19th of Dec. 1678, he was promoted to the command of the Eagle fireship; to which vessel he was again appointed on the 26th of May 1685. He long continued in the same command, as, at the time of the revolution, we find him receiving on board this vessel the royal fugitive James, at the time he effected his escape from Rochester. This unfortunate prince was compelled to seek this shelter by the violence of the wind and contrary tide, which prevented his getting on board the shallop which lay ready to receive him: and it is most probable Wilford, who appears to have been cordially attached to him, accompanied his exiled master in his flight, for his name does not again occur in the service.

**WOTTON, Peter**,—is known only as having been appointed commander of the Cleveland yacht on the 30th of May 1678\*.

**WYLD, Thomas**,—was made lieutenant of the Saint George in 1665. He had no other appointment till the 30th of March 1678, when he was commissioned to be third lieutenant of the Royal James. On the third of August following he was promoted to the command of the Sweepstakes.

1679.

**BRIDGES, John**,—was appointed, by vice-admiral Herbert, to be first lieutenant of the Rupert on the 30th of April 1678. On the 12th of April 1679, he was promoted, by the same commander, to be captain of the Algier Prize; and, which is very singular, was removed the same day into the Orange Tree. On the 5th of May following he was re-commissioned to the same vessel by sir John Narborough. On the 19th of June 1680, he

\* Some mention is made, in sir C. Shovel's Papers, of his commanding a ship in 1695: its name does not appear. He was alive, but unemployed, in 1699.

returned

returned to his former rank of lieutenant, and was appointed to the *Norwich*.

CARMAN, John,—was, on the 12th of October 1679, appointed, by vice-admiral Herbert, to be commander of the *Whipster* fireship.

COLLINS, Greenville,—is well known in the naval world as one of the most able navigators, and experienced pilots of his time. A number of charts published by him are still very deservedly held in high esteem: but he never attained any very considerable rank in the service, having scarcely ever commanded any other vessel than a yacht. His first commission as a commander was in the year 1679, when he was appointed to the *Lark*. On the 10th of June 1681, he was removed into the *Merlin* yacht; to which vessel he was again commissioned on the 4th of April 1682. In the following year he was removed into the *Monmouth* yacht; to which he was afterwards re-commissioned twice, first on the 23d of March 1685, and secondly on the 25th of April 1686. On the 13th of June 1688, he was made captain of the *Martin* yacht. The impending revolution caused him to be removed into a station somewhat more active; for, on the 15th of September following, he was appointed to command the *Young Spragg*, a small sixth rate. He continued in service after the revolution, as we find him commanding the *Mary* yacht, and attending king William to Holland in the year 1693.

DUNBAR, James,—was made second lieutenant of the *Royal Catherine* on the commencement of the second Dutch war in 1672; of the *Fairfax*, and afterwards of the *Advice* in 1673; and of the *Newcastle* on the 15th of June 1674. On the 22d of September 1676, he was appointed first lieutenant of the *Charles* galley. On the 29th of September 1677, sir John Narborough, at that time commander-in-chief in the Mediterranean, promoted him to be master and commander of the *Golden Marygold*, a prize taken just before from the *Algerines*. On the 15th of March 1677-8, he was re-appointed, by sir John, to the same station on board the same vessel. On the 26th of July 1679, he was promoted, by the commissioners for executing the office of lord high admiral, to be captain of the *Richmond*.



GILLERY, James,—was appointed, by vice-admiral Herbert, to be captain of the *Project* fire-bark on the 12th of October 1679.

MASON, John,—was, in 1679, made commander of the *Europa*.

PARSONS, Daniel,—was, on the 14th of June 1679, made commander of the *Bonetta* sloop.

YOUNG, Anthony (2d.)\*—was, on the 9th of July 1679, appointed commander of the *James* hired ship of war.

## 1680.

AYLMER, George,—was the third son of sir Christopher Aylmer, of Balrath, in the kingdom of Ireland, and younger brother of Matthew, lord Aylmer, whose memoirs have been already given. He was appointed lieutenant of the *Sweepstakes* on the 10th of April 1677, and of the *Dunkirk* on the 11th of August 1678. He was promoted to the command of the *Dartmouth* on the 11th of September 1680, and removed into the *Ann* yacht on the 14th of April 1681. On the 8th of February 1683-4, he was appointed, by lord Dartmouth, then commander-in-chief of the fleet sent to Tangier, to be captain of the *Forefight*. On the 15th of June he was removed into the *Reserve*, by king James the Second, who, on the 26th of October 1688, appointed him, as an officer well attached to his person and service, to command the *Portland*. James was, however, mistaken in the opinion he had formed of captain Aylmer's principles. Though he possessed too much integrity to falsify his trust by quitting the service of his former sovereign while he kept possession of his throne, yet he had on the other hand too much true patriotism to strain his loyalty so far as to become, in any degree, the supporter of that sovereign's measures, taken

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\* A namesake of this officer has been already taken notice of, Vol. I. p. 432.

in concert with a foreign power, the natural foe of his country, to reduce, by force, that people whose allegiance his tyranny had forcibly broken.

This refinement, on what they probably thought an honourable and honest attachment, was confined to Trevanion, Strickland, Jennings, and a very few more of inferior note: the remainder adhered to the true interests of their country, and hailed the prince of Orange, their lawful sovereign, by the title of William the Third. This monarch continued him in his command, a trust of which he very soon afterwards proved himself highly deserving. He was killed at the battle of Bantry Bay, after having very eminently distinguished himself by his personal intrepidity and conduct, the greatest exertions of which were rendered indispensably necessary by the very superior force of the enemy\*. It is but justice to say, the brave Herbert, their admiral, though he failed of obtaining victory, gave every possible honour to the conduct of those he commanded, by declaring his officers and seamen behaved themselves with all the courage and cheerfulness that could be expected from the bravest men.

King William paid every grateful tribute to captain Aylmer's memory that was in his power, by making an handsome provision for his widow, who survived him.

FROUD, Frederick,—was appointed lieutenant of the Dreadnought in 1671. On the 15th of February 1675, he was made lieutenant of the Pearl; from which ship he was removed into the Speedwell on the 25th of the same month. He was promoted to the command of the Swan on the 11th of July 1680. On the 8th of January 1683-4, he was appointed, by lord Dartmouth, to command the Two Lyons Prize. It is not known how long he continued in this station, or at what time he returned to the Swan†, which vessel we find him captain of in the month of May 1688. On the 30th of August following he was made commander of the Ruby. He continued captain of the same ship after the revolution, for we find him commanding her in April 1689, and sent by admiral

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\* The smallest of whose ships were equal to the largest in the British Squadron.

† It is supposed to have been in the year 1686.

Herbert.

Herbert into Cork harbour, to cut out two French vessels then lying there, that were intended for privateers, a service he gallantly and happily effected. As his name does not again occur, it is most probable he either died soon afterwards, or retired.

GARDNER, Thomas,—was, in 1680, appointed commander of the *James* hired ship of war: after which he had no fresh commission till the very eve of the revolution, when he was made lieutenant of the *Henrietta*. On the 23d of May 1689, he was again promoted to the rank of commander, and made captain of the *Sally Rose*. In 1693 he commanded the *Lyon* of fifty-two guns, one of the squadron sent under sir George Rooke as convoy to the *Streights* fleet. He died on the 29th of June 1699.

MERCER, Paul,—after having served as second lieutenant of the *Cambridge* in 1672, and as first \* lieutenant of the same ship in the following year, was, on the 20th of October 1676, made lieutenant of the *James* galley; and on the 3d of April 1680, was promoted to the command of the *Ann* yacht.

NEVILLE, John,—was, as it were by descent a naval commander, his ancestor being Gilbert De Nevill, a Norman, who was admiral of the fleet to William, surnamed the Conqueror. John Neville was the great-grandson of Henry Nevill, seventh lord of Abergavenny; and going early in life to sea, was, in the year 1673, made lieutenant of the *Ruby*, a ship of fifty-four guns taken from the French by sir Thomas Allen some years before. On the 15th of June 1675, he was commissioned to serve in the same station on board the *Sapphire*; to which he was re-appointed on the 8th of April 1680. On the 22d of December following he was removed into the *Bristol* as a second lieutenant; but did not continue long in that post, being promoted, on the 21st of February 1680-1, to the command of the *Ann* yacht. On the 8th of May 1682, he was made captain of the *Bristol*; and in 1685 of the *Rupert*. On the 6th of September in the same year, he removed into the *Guardland*.

On the 14th of August 1686, he was commissioned to the *Crown*, in which ship he sailed for Cadiz; and the

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\* He was appointed on the 15th of December.

Mediterranean on the 26th of the same month, under the command of sir Roger Strickland. He returned to Europe with that admiral in the beginning of the following year. On the 25th of September 1688, he was appointed to command the *Elizabeth*. The mighty preparations of the prince of Orange alarming all the fears of James, he adhered strenuously to the former, which is the less to be wondered at in him, as, independent of every other consideration, he had a very strong personal attachment to Herbert, afterwards earl of Torrington, the first and most zealous among the partizans of William.

At the battle off Beachy Head he commanded the Sovereign, being chosen by Torrington as an officer of whose abilities he entertained the highest opinion, and in whose friendship, as a man, he placed the most unlimited and well-deserved confidence, a confidence he appears to have truly merited, as well by his gallantry as by the clear and honest testimony he bore, in spite of clamour, to the earl's prudence, ability and fortitude\*. The services of captain

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\* We have inserted an abstract of his evidence, and are the more induced to it by the powerful testimony it affords of the earl's innocence.

"About eight we came near the enemy. The earl of Torrington then observing the French admiral had thirty-four ships a-head of him, and forty-eight a-stern; that himself had a-head of him thirty-four ships and twenty-two a-stern, and that if he had taken Tourville to engage his rear must have been overpowered; he edged away to the southward to bring himself to the centre of the fleet, that every one might have his share.

"The admiral, when about to bear down to the enemy, said he would not go stem-long, for then he should be raked fore and aft, but that he would bring to and go away looking at them, imagining they would keep their wind, which they did not, for they fought three or four points from the wind, having by that means an opportunity to weather the Dutch.

"The Dutch had but a weak squadron, and did not bear up as they ought. About nine admiral Vander Putten began to fire at a great distance, and after that we could see no more of them. Vice-admiral Ashby began presently after the Dutch, and the blue soon after. We (the red squadron) did not begin the fight till about ten, and the reason we did not sooner was, because the earl of Torrington ordered there should be no firing till we came near the enemy.

"About eleven we saw some French ships had weathered the Dutch; I asked the admiral whether he would suffer them to weather him also. He answered, not if he could help it, and ordered the fore-tack

captain Neville were not confined to the duties of a naval command only, for, in the month of October 1690, following the example of the brave and ever-to-be-lamented duke of Grafton, he landed, as a volunteer, at Cork, which was then besieged by the English army under the earl of Marlborough. He was present at the attack of the breach made by brigadier Churchill, and, as the post of most honour and danger, marched, as did several other eminent sea-officers, with the grenadiers under lord Colchester, who led the assault.

We have not been able to discover what ship he commanded during the years 1691 and 1692, but in June 1693, we find him first captain of the *Britannia*, under the joint admirals-in-chief, Killegrew, Delaval and Shovel. In the month of July following he was promoted to be rear-admiral of the blue; and having hoisted his flag on board the *Neptune*, sailed with a small squadron into the north sea, to counteract any equipment the French might make from Dunkirk. He was soon recalled from this station, and sent, in the month of December following, to the Straights under the command of sir Francis Wheeler. He hoisted his flag on board the *Royal Oak*, and narrowly escaped destruction in that dreadful storm, on the 19th of February, when sir Francis perished with his ship the *Sussex*, and several others of his squadron. Neville saw the danger\* and used every possible means to acquaint his companions of it, but unhappily with little success. He himself having the Straights open, stood through them to the westward; and running over to the Barbary shore, under which he had smooth water and was protected from the violence of wind, he continued there

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tack a-board, and that we should luff to the eastward; by these means we got to windward of the *Grafton*, and hardly cleared the *Albemarle*: at this time it fell calm, and we got our boats a head.

"The earl of Torrington ordered his boats to tow him between the Dutch and the enemy, where he came to an anchor.

"I believe, at one time in the fight, the red squadron was as near the enemy as any other: I never saw greater firing than the French made that day; and am of opinion we ought to bless God for the calm, or the whole fleet would have been in the greatest danger."

Account given to the Lords Commissioners.

\* Several of the ships mistaking the bay of Gibraltar for the entrance of the Straights.

in safety till the weather became moderate, and he was enabled to stand back to Gibraltar, where he received the melancholy intelligence of his admiral's misfortune.

The shattered remains of the squadron being collected, it was resolved to return to Cadiz to refit, and put it in the best condition for service circumstances would permit. The latter end of June admiral Russel arrived from England, and dispatched a frigate into Cadiz, with orders to Mr. Neville to join him off Cape Spartel; which he did on the 30th of June. The fleet continued its course to the Mediterranean. On its arrival off Alicant, the rear-admiral was detached with a squadron of ten ships to cruise between the islands and the Barbary coast, as well in hopes of intercepting any French ships that might be on their passage, as to procure and facilitate the transportation of wood and other necessaries, of which the fleet stood much in need. This service being accomplished, nothing memorable took place during the remainder of the year, the fleet retired for the winter to the harbour of Cadiz, where it arrived in safety on the 8th of October.

In the month of February, or, according to Lediard, early in March, rear-admiral Neville was again detached with a strong squadron to cruise off Cape Spartel, that he might intercept any squadron Tourville might attempt to send through the Streights to Brest. The French admiral having too much caution to risk so hazardous a measure, the cruise was fruitless. On his return, the whole fleet sailed again for its former station, the Mediterranean; and the rear-admiral was detached with a squadron to Final, to convoy from thence to Catalonia six thousand German and Italian troops which were to serve in that province. He sailed from Final on the 23d of June, and was met by the main fleet, under Russel, off Toulon. They proceeded together to Barcelona, where they arrived on the 19th of July. The extreme dilatoriness of the Spaniards proved a most severe impediment to the operations, so that, notwithstanding every possible assistance that could be rendered them by Neville, who had been more immediately, in his subordinate station, connected with them, as well as every other aid on a larger scale that could be afforded them by Russel, the campaign ended as disgracefully to them as their want of energy and spirit could

could render it. No probability existing of farther service; and that part of it which related to the confinement of the French fleet in the harbour of Toulon being, through the advanced season, accomplished for the remainder of the year, the allied fleet returned to Cadiz.

In the month of October sir George Rooke, who was appointed to relieve Ruffel, arrived at Cadiz; and Neville having removed his flag into the *Neptune* continued to serve with him in the same station he had under his predecessor. The reduced number of the ships, which scarcely equalled half that of the French fleet in Toulon, together with the very ill state for service many of them were in, as well in point of equipment as want of men, totally prevented all offensive operations; so that sir George, thoroughly tired of a situation which promised nothing but inactivity, being empowered by discretionary orders from home, returned to England in the month of April.

During the ensuing summer we find Mr. Neville employed as commander of a small cruising squadron stationed between Cape Clear and Cape Finisterre for the protection of our commerce, which commerce having sustained no signal disaster during this period, as it is a convincing proof of the vice-admiral's care and attention, so is that attention an object of sufficient consequence and praise\*. In the month of October he was promoted to be a vice-admiral, and appointed commander-in-chief in the Mediterranean. He accordingly sailed on the 3d of November with a squadron of fifteen English and Dutch ships of war, having a considerable fleet of merchant-men bound for Cadiz under his convoy. During his passage he met with such unfavourable weather, that his whole fleet was separated and dispersed. Several of the merchant-vessels were lost†; and the remainder, together with

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\* Among the Shovel Papers is a letter from sir Cloudesly, dated 24th of September 1695, recommending rear-admiral Neville, who then held the honorary post of captain of marines, to succeed rear-admiral Mitchell as major of the same regiment; Mitchell being at the same time recommended to be lieutenant-colonel.

† Extract of a letter from Cadiz, Jan. 7, N. S. 1696.

“ The whole fleet that came from England, under the command of vice-admiral Neville, are arrived here, except seventeen or eighteen  
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with the ships of war, arrived at Cadiz, at different periods and in a shattered state.

The fleet had scarcely sailed from England when intelligence was received in England that the French court had formed a project, rather piratical than national, of surprizing the Spanish galleons. This was to be executed by a squadron dispatched from Europe under the command of the *Sieur Pointis*, to co-operate with *Monsieur Du Casse*, who was already at *Hispaniola* and had himself planned the expedition. The Spaniards being at that time the allies of England, it became necessary to support, and, if possible, protect them. A small force was dispatched, under commodore *Mees*, to *Maleira*; and the vice-admiral was directed, by secret instructions, to join it with the Mediterranean squadron, after he had convoyed a fleet of homeward bound merchant-ships to a certain latitude. This junction being happily effected, the admiral arrived safe at *Barbadoes* on the 17th of April 1697; but the fleet was, as in the former voyage, dispersed, though without any ill-consequence attending the separation, for the greatest part of the ships, the Dutch excepted, arrived in the West Indies before the commander-in-chief. The Dutch joining him soon afterwards, he went down to *Antigua*, which he reached on the 3d of May. It was here resolved, in a council of war, to proceed to *Porto Rico* with all possible dispatch, in order to protect the galleons. However, before the fleet could reach its destination, intelligence was received that *Monf. de Pointis* had sailed from *Hispaniola* with a force of twenty-six ships of different rates. This news occasioned an alteration of measures; and it was unanimously agreed to proceed to *Jamaica*, as well to recruit the water and provisions, as to protect the island, which was now thought one of the first objects of the French attack.

On the 15th of May, the squadron being then off the east end of the island, the vice-admiral received information by a sloop, that a report prevailed of the French squadron having attacked *Cathagena*: in consequence of

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lost of merchant-ships, English and Dutch: we have an account of four that are lost, the rest are daily expected. Vice-admiral *Neville* prepares to go to sea again in pursuance of the orders he has received.

which



which intelligence he staid no longer at Port Royal than was absolutely necessary to take on board a supply of water. This being done, he immediately sailed for Carthage, attempting to pass through the leeward passage. Contrary winds blowing from a quarter very unusual in that part of the world, retarded his progress many days. During this interval a sloop came in, that left Porto Bello with the galleons, which were fifteen in number, and were then making for Jamaica to get a supply of provisions, of which they were much in want. The vice-admiral immediately dispatched two sloops in search of them, with information that he was then on the point of proceeding to Carthage in search of Pointis, and should from thence soon return to Jamaica. On the 27th of May the allied squadron being then about half-channel over in its way to Carthage, got sight of Pointis\*, who was on his return to Europe laden with plunder. The vice-admiral immediately gave chase; and the Warwick, one of the squadron, got so near as to engage, at a distance, one of

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\* His squadron consisted of seven ships of the line and three frigates. The following account of this transaction was published by government.

"Whitehall, August the 25th, 1697.—There are letters from Jamaica dated the 13th of June, which say, that vice-admiral Neville arrived there the 16th, and sailed again the 25th of May, having staid for a wind. That two or three days after he discovered Pointis's squadron returning from Carthage, and chased them a night and a day; but the French out sailing him got away, except a ship formerly taken from the Spaniards, being vice-admiral of the Burlovento fleet, which the Princess Anne and the Hollandia, two of vice admiral Neville's squadron, had brought to Jamaica having on board, besides plate, eight hundred barrels of powder and one hundred negroes, the whole said to be worth two hundred thousand pounds sterling. The French had left Carthage, and brought away the great guns, but did not demolish the wall of the town. The galleons, as it was believed, were sailed from Porto Bello to the Havannah, whither vice-admiral Neville, who was gone on the coast of Hispaniola, would follow them in a little time."

Gazette, No. 3317, Lediard gives us the following additional circumstance.

"In the afternoon four of our ships, the Bristol, Trident, Gosport and Newcastle, being near them, Mons Pointis drew his squadron into order of battle, and fired several shot at the Bristol; but his vice-admiral, Mons. De Labbe, with another of his ships, left him and made off, as the whole fleet did towards evening."

the French ships, which being the better sailer of the two unfortunately effected her escape. The Warwick, however, captured a fly-boat, on board which was found plate to the value, as it is said, of two hundred thousand pounds, a most unequivocal proof of the immense treasure which the French were bearing off.

The pursuit was continued five days without effect, when five of the ships, among which were those of the two admirals, having sprung their top-masts and sustained other damage in their sails and yards, the vice-admiral very reluctantly discontinued a pursuit, from which there was so little prospect of success. Disappointed in his hope of engaging the enemy, and depriving them of their ill-acquired wealth, he next turned his thoughts to Carthage, whither he resolved to shape his course, to see whether the galleons were safe, and whether he could render any service to the poor pillaged Spaniards in their then distressed state. The English fleet at the time the chase was discontinued was about 18 leagues distant from Carthage, so that it anchored off Bocca Chica castle, at the entrance of the harbour, on the following evening. The situation of affairs there was nearly as desperate as ravage and plunder could render them. The Buccaneers having returned after Pointis had sailed, stripped the inhabitants of what little the French admiral had left them; and the inhabitants, fearful of a second visit from them, had fled into the woods, so that it was not without much difficulty that Mr. Neville prevailed on the governor, and some of the principal people, to return.

Having staid there two days he sailed for Cape Tiburoon, dispatching at the same time a frigate to the governor of the Havannah with an account of what had happened, that he might be the better enabled to take the properest measures for the safety of the galleons. Not being able to fetch Cape Tiburoon the fleet proceeded to Hispaniola, and on its passage thither had the good fortune, which was almost the only instance in which any had attended it during the voyage, to capture several of the buccaneering vessels which had assisted Pointis, as well as some of the enemy's privateers, two or three of which were of considerable force. Three days after the fleet arrived at Hispaniola, the governor of Jamaica suggested

gested an expedition against Petit-guavas; rear-admiral Mees was accordingly detached on that service, in which he was completely successful.

On the twenty-ninth of June, Mr. Neville having wooded and watered his squadron, sailed in search of Mees, whom he joined the following day. He then steered for Jamaica, intending, when he had been joined by the ships that were there, to proceed to the Havannah in quest of the galleons, of which he had as yet received no authentic information. On the 17th of July rear-admiral Mees died, an event, fatal as it might be, which was the less extraordinary as a most dismal mortality by this time prevailed both among the officers and men. On the 22d of the same month Mr. Neville, with the squadron, arrived off the Havannah. He immediately made his situation and wants known to the governor, who supposing, perhaps, that gratitude ought never to interfere with political concerns, not only peremptorily refused the fleet admittance into the port, but also denied that relief to necessitous distress which, putting every other consideration aside, humanity alone ought to have taught him to administer.

As an additional affront to the honour and integrity of the British nation, when the vice admiral informed the general of the galleons, which, as it fortunately happened for them, had reached the Havannah in safety, that he was arrived there in order to conduct and convoy them to Europe, for which purpose alone the expedition had been undertaken, the Spaniard in plain terms excused himself from accepting the protection offered him, by returning for answer, that he had received no instructions that warranted him in accepting his protection. The disrespect, and, indeed, ingratitude shewn by the Spaniards on this occasion is thus accounted for by Campbell. "The true reason, however, both of his (*the general's*) and the governor's conduct, might probably be, their fear of having a place, of the greatest consequence in the West Indies, and the richest fleet of that age, for there were fifty millions on board the galleons, taken at once, since both had been left in the admiral's power, if he had been once admitted into the haven."

Distrust is ever the child of cowardice; and those who are always suspicious of treachery leave much ground to suppose their own natures abound with it. National faith is the most serious and sacred pledge of honour existing among men; and no instance is to be found in history that Britain ever yet forfeited it.

The behaviour of the Spaniards, added to the ill-success that appears uniformly to have attended this expedition, brought a dejection of spirits on the vice-admiral which at last terminated in a fever. This increased during his passage to Virginia, whither he repaired with his squadron to seek that recruit, and refreshment the allies of his country had denied him; although the ships he commanded had, many of them, been purposely equipped, and all of them dispatched to encounter an enemy, and, what was much more formidable, disease, for the special succour of those allies, and to preserve their property from ravage and destruction. The death of the vice-admiral, which took place soon after he reached Virginia, closes this melancholy scene: a death, occasioned more by grief than distemper. He had flattered himself the protection of the Spanish treasure, as it formed the principal object of his instructions, would obliterate the remembrance of those disappointments which he had before encountered, and which he knew, from observation, were fully sufficient to excite the clamour and discontent of his countrymen. Disappointed in this, alas! his last hope, and reflecting, with heart-felt sorrow, on the little service effected by a squadron, so strong as that put under his command; feelingly sensible of the fruitless expenditure of his country's treasure on this occasion, and truly commiserating the many brave and gallant men who ignobly fell a prey to an inhospitable, and unwholesome climate, he sunk under this accumulated grief, deeply regretted by all who knew him, as a man of approved courage, ability, and integrity, and against whom the only charge the bitterest of his enemies could with propriety make, was, that he was unfortunate.

Thus, as it has been elsewhere remarked, ended an expedition, in the plan and design of which there appeared no error, but in the execution endless confusion and disorder; an expedition on which England had bestowed  
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a vast expence, principally to offer a service rejected by those for whom it was intended, and in the course of which the fleet was stripped of all its chief officers. As this observation conveys an oblique censure on the conduct of the admiral, we beg the reader to remember there are only two points in which it has ever been contended that his discretionary powers could, in any degree, either facilitate or impede success. The first of these points is, that he cruised fifty-eight days off Madeira. Campbell rather coldly observes, "If he thought himself bound by his instructions he was justified; but, however, this certainly proved the ruin of the whole affair, for if he had stood away for Barbadoes instead of cruising there, he might have come time enough to have attacked the French before they left Hispaniola." Whether this different conduct would not have contributed more to the success of the expedition than that which was followed is not the question; all that is requisite for us to do in defence of the admiral's reputation, is to prove he could not have acted otherwise than he did without being guilty of a breach of orders: the tenor of these were, as Campbell himself admits, that he should repair to Madeira, off which place he was to cruise till he should be joined by rear-admiral Mees. This officer did not sail from St. Helens till the 26th of February. He had a remarkable tedious passage to Madeira; and yet the united squadrons arrived at Barbadoes on the 17th of April\*, so that no possible delay is imputable, on this occasion, to Mr. Neville. Campbell farther observes, "The admirals going to Jamaica was another misfortune, for, as it will be hereafter shewn, if he had sailed directly, on the first intelligence he had, for Carthagena, he must have sur-

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\* Extract of a letter from Plymouth, dated June the 6th, 1697 — "On the 3d instant arrived in this port the *Lyon*, of London, William Sexton master, from Antigua: he departed from thence the 24th of April, and the same day he sailed the Colchester man of war came in from Barbadoes, and gave notice that vice-admiral Neville, and captain Mees were arrived at the Barbadoes with a squadron of eighteen men of war; that they would sail from thence in two days and call at Monferrat for two men of war they believed to be there, and afterwards would proceed with all the expedition they could to look for the French squadron, commanded by the *Sieur Pointis*.

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prised Mons. Pointis, and destroyed his whole force. But if, according to the admiral's Journal, he was under a necessity of taking in water, this is to be considered as an unavoidable misfortune." This necessity alone certainly influenced his conduct. Of his expedition in obeying this necessity it is needless to make any other remark in proof of his zeal for the service, and eagerness to attack the enemy; than, that from the time of his first receiving intelligence of the attack on Carthagena, to his falling in with Mons. Pointis on his return, comprises a period of only twelve days, in which is included all the time he is so heavily charged with having lost, by going to Jamaica and supplying his ships with water, of which they were in absolute want.

PICHARD, or PICKARD, Peter,—was, on the 3d of April 1680, appointed to the command of the Sampson fireship. On the 20th of the same month he was removed into the Calabash, a vessel of the same description. We do not find he had any other command till some time after the revolution: at length, on the 7th of February 1691, he was appointed commander of the Hope. We find him in the month of October following captain of a cruising ship of war, called the Happy Return. In this service he appears to have met with good success. In the month of June 1693, he commanded the Suffolk of seventy guns, one of the main fleet, as it was then called, under the joint admirals, Killegrew, Delaval, and Shovell; which ship he exchanged in the ensuing month with captain R. Robinson, for the Monmouth, which was then newly arrived from the Streights, and obliged to undergo a thorough repair. Captain Pichard consequently appeared no more in the line of active service during that year. In the month of May 1694, he was detached, by admiral Russel, with the Resolution and the Roebuck fireship, which were put under his command, to attack a fleet of French merchant-ships, with their convoy, bound to the eastward, reported to be then laying in Bertaume Bay. The gallantry displayed by captain Pichard and the officers under him, and the very brilliant and complete success which attended it, were too conspicuous to be passed over without a particular relation.

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The ships destined for the above service made the French shore at day-light on the morning of the 10th of May: when first discovered, it was about seven miles distant. They immediately bore away for Conquet Bay, and about five o'clock on opening a point of land discovered the ships they were in quest of, laying behind it. On a signal made from one of the outermost vessels they immediately endeavoured to slip and get under sail. Capt. Pichard finding there was no time to be lost, sent his boats, manned and armed, to attack a large fly-boat which had nearly got under sail; at the same time he himself gave chase to the ship of war which was their convoy and was endeavouring to stretch out to sea. The boats boarded the fly-boat, and, after a stout resistance, carried her. Captain Pichard in the mean time gained considerably on the ship of war; and having nearly got alongside, the Frenchman wore ship, and ran in for the shore, near which he struck on a ridge of rocks. The ship was immediately fired by the crew, and soon afterwards blew up. It was afterwards found to have been the *Jersey*, a fourth rate, taken some time before from the English in the West Indies.

The English ships immediately after this event, ran as far into White Bay as attention to their own preservation would permit them. And the merchant-ships which were laying there, about twenty-five in number, finding all hopes of escape cut off, ran a-shore and were burnt by the English boats; as were several others immediately afterwards, in and about Conquet. The ships stood afterwards into Bertaume Bay, where they captured a large merchant-ship under the guns of the castle, which fired at them very briskly both shot and shells.

By the time this service was thus successfully accomplished, it was four o'clock in the afternoon, and captain Pichard did not think it prudent to attempt the destruction of the very inconsiderable number of vessels which remained, as the approach of night, and the appearance of the weather, which now became a serious consideration from the wind having freshened considerably, might have much endangered the safety of the whole force under his command: so that he had the satisfaction, by having timely mingled prudence with gallantry, of having given the

the enemy a most serious blow without sustaining any injury to counterbalance it.

Among the number of the enemy's ships destroyed were two corvettes or sloops of war, which were set on fire by the explosion of the *Jersey*, and a very large ship laden with cannon and mortars driven on shore upon the rocks off St. Mathews point. The French merchant-ships were about fifty-five in number, of these forty were burnt or sunk. Their lading chiefly consisted of wine, salt and brandy.

In the month of April 1695, we find him at Malaga commanding a detached squadron of five English and four Dutch ships of war. He continued in commission during the peace, and died commander of the *Shrewsbury* on the 10th of March 1701-2.

POOLE, Benjamin,—was appointed second lieutenant of the *Leopard* on the 27th of March 1677. On the 11th of September 1678, he was promoted to be first lieutenant of the *Happy Return*; from which ship he was removed on the 2d of May 1679, by sir John Narborough, to the same station on board the *Rupert*. On the 6th of April 1680, he was made lieutenant of the *Bristol*; and on the 20th of December following was promoted to the command of the *Sampson* fireship. Nothing farther is known of him.

WHEELER, Sir Francis,—was the descendant of a family of some antiquity and very respectable possessions in the county of Kent. Having early attached himself to a sea-faring life, he was, on the 30th of April 1678, appointed second lieutenant of the *Rupert*, by vice-admiral Herbert, who was then second in command on the Mediterranean station. On May 5, 1679, he was promoted by sir J. Narborough, who was then commander in-chief on that station, to be first lieutenant of the same ship. He appears to have long continued on the Mediterranean station, as we find him removed by admiral Herbert, who had then attained the chief command there, to be first lieutenant of the *Bristol* on the 6th of April 1680. On the 11th of September following he was promoted, by the same admiral, to be commander of the *Nonsuch*. In the month of May 1681, while captain of this ship, a circumstance occurred, in itself inconsiderable, but from the serious and singular consequences that attended it. The

Adventure,



Adventure, captain Booth, was engaged with a large Algerine corsair, who was on the point of submitting when the appearance of the *Nonsuch*, which was conceived by the enemy to be a ship of their own nation, induced a longer and very spirited resistance, till, at the dawn of the following day, captain Wheeler, having hoisted English colours, took possession of the pirate, who made not the least resistance. Circumstances similar to those attending this action have, in latter days, frequently occurred.

On the 9th of August following captain Wheeler was removed into the *Kingsfisher*, a ship of the same rate (*a fourth*) but superior force and size. In the month of October he fell in with the *Admiral of Sally*, a stout ship and commanded by a man who behaved with a resolution highly befitting a more honourable cause than that in which he fought. The engagement was obstinate; but after it had continued some hours the corsair struck, and had received so much damage in the action that she sunk very soon after captain Wheeler had taken possession of her. On the 25th of August 1683, he was made commander of the *Tyger*, and was re-commissioned to the same vessel on the 4th of May 1685. On the 18th of September 1688, when the attack about to be made by the prince of Orange was raised from suspicion to almost an absolute certainty, captain Wheeler was appointed, by king James, to command the *Centurion*; and, as one of the last public acts of his sovereignty, was removed, by commission from the same prince, on the 16th of November following, into the *Kent*.

He received the honour of knighthood about this time, and did not long continue in the *Kent*, as we find him, in the month of April, commanding, as sir Francis Wheeler, the *Rupert*. He was dispatched from Portsmouth, on the 4th of May, to join admiral Herbert; but the action of Bantry Bay had taken place, and Herbert was on his return to port before sir Francis was clear of the Channel. He had, however, the good fortune not to return unsuccessful, having captured a very large and valuable merchant-ship from St. Domingo, bound to Brest. In the month of July he was detached by admiral Herbert, now created earl of Torrington, with twelve ships  
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of war of different sizes, to look into Brest Harbour and watch the motions of the French fleet in that port. He had the good fortune during the short time he was employed on this service, to capture a small French ship of war, bound with dispatches from the late king James to France, and twenty-six other vessels, from France, bound to Ireland, laden with stores, provisions, and ammunition, for that prince's army.

At the battle off Beachy Head he commanded the *Albemarle* of ninety guns, the tenth ship in the British line. He had now attained so high a character, that, in 1692, he was, although a very young officer, made rear-admiral of the blue, and appointed commander-in-chief of a squadron sent to the West Indies, with a privilege, which had been for some years disused, of wearing the union flag at his main-top-mast head as soon as he was clear of soundings. The squadron, which consisted of the *Résolution* of sixty guns (the flag ship); the *Dunkirk* of fifty-two; the *Ruby*, the *Tyger*, the *Advice*, and the *Chester* of forty-two each; the *Dragon* of forty; the *Falcon* of thirty-six; the *Experiment*, *Mermaid* and *Pembroke* of thirty-two guns; together with the *London Merchant* hospital-ship, the *Canterbury* store-ship, the *Quaker* ketch, a bomb-vessel and three fire-ships\*, sailed from Cowes road on the 9th of January 1692-3. It arrived on the 26th of the same month at Madeira, but did not reach Barbadoes till the 1st of March. It was there resolved in a council of war that Martinico should be immediately attacked; and information was, in consequence, dispatched to general Codrington, of the arrival of the squadron, that he might collect the forces, intended to be raised by the colonies as auxiliaries to the regular troops sent from Europe, which consisted of the two entire regiments of Foulke and Goodwin, besides some detachments from other corps, and recruits, making in the whole a body of fifteen hundred men: to these were to be added two battalions of four hundred men each, raised purposely for this expedi-

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\* These were to be joined in the West Indies by the *Norwich*, *Diamond* and *Mordaunt* of forty-two guns each, the *Guernsey* of twenty-eight, and the *Henry Prize* of twenty-four, which were already there.

tion at Barbadoes; and some other colonial regiments and regular troops which were with general Codrington in the Leeward Islands. To these sir Fr. Wheeler, who is said by Campbell, and with great appearance of justice, to have been as gallant and judicious an officer as any in the navy, proposed to add a corps of fifteen hundred more, composed of volunteer seamen belonging to the squadron. This formidable reinforcement he very spiritedly, and nobly offered to command on shore, himself.

The fleet, having taken on board the troops raised at Barbadoes, sailed from thence on the 30th of March, and anchored in the Cul de Sac Marine at Martinico on the 1st of April. Sir Francis Wheeler, with the colonels Lloyd and Foulke, which last was the commander-in-chief of the land forces, immediately went in a small vessel to reconnoitre the coast and find a convenient place to disembark the troops. Sir Francis encountered the greatest personal risk while employed in this occupation, a musket shot, from one of the enemy's small parties which lined the shore, having struck him under the left breast; but, as it fortunately happened, from the distance, without producing any worse effect than a violent contusion. The troops under colonel Foulke were landed the next day; and on the 5th sir Francis himself, nothing intimidated by his late narrow escape, went ashore with a body of five hundred volunteers from the ships; and after distressing the enemy by destroying several of their principal settlements, returned on board the same night. On the 9th general Codrington with the Leeward Island troops, and colonel Lloyd's regiment, arrived; and the troops which had first landed being all taken on board the ships again, the fleet, in pursuance of the resolutions of a general council of war, weighed anchor on the 12th from the Cul de Sac Marine, and stood towards the bay of Port St. Pierre, where it arrived on the 15th. The necessary dispositions for landing the troops being made on the 16th, they were all put on shore on the following day, and, after a few inconsiderable skirmishes with the enemy, possessed themselves of an eminence which gave them the command of all the adjacent country.

On the following day the field-pieces were landed; and on the 19th the enemy hazarded a sally on some of the out-

out-posts: they were; however, driven back with considerable loss, and in particular that of their commanding officer. Thus far every thing appears to have worn a favourable aspect; but, as is almost universally the case in expeditions of this nature, the troops began at this time to grow sickly, and in so great a degree that, at a council of war held on the 20th, it was resolved not to attempt the fort, which was a regular fortification, but to reembark the troops, and repair with them to Dominica, where they might get water; and where, it was hoped, the mortality which prevailed, might be, in some degree, stopped.

Sir Francis himself was so well aware of that popular clamour at home which, almost ever, attends an unsuccessful expedition, from what cause soever its failure may arise, that he insisted each individual member of the council of war should give his opinion in writing, that the nation might be informed who were the particular advisers of the abandonment of vigorous measures. It appears, that of all the members who composed it, none, sir Francis and lieutenant-colonel Colt excepted, were for continuing the attack. The reasons given by those who dissented from the rear-admiral were, that the enemy were actually in greater force than the assailants themselves: that of the regular troops sent from England one-third, at least, of them were Irish Papists and little to be relied on: that the failure of success, were the attack persevered in, might most probably endanger the safety of all the other islands; as the loss occasioned by the defeat would reduce the troops to a number incompetent to their defence. These considerations were very forcibly urged and vehemently pressed by general Codrington himself, who, however, as a palliative measure, and that the charge of having wantonly and timidly abandoned all enterprise might not wholly lay at his door, proposed that he was ready to undertake the conquest of Dominica, which being less able to resist, afforded strong probability of success, provided sir Francis would continue with the fleet six weeks, or two months longer on that station.

To comply with this proposal was totally contrary to the positive instructions sir Francis had received, which peremptorily enjoined him to quit the West Indies by  
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the last day of May; so that, without farther deliberation, the fleet sailed and arrived at Dominica on the 23d. Having there procured a small supply of water, on the 4th of May it reached St. Christopher's, from whence the troops, raised at Barbadoes, being impatient to return home, they were all soon afterwards dispersed to their several islands and stations.

Such was the end of an expedition, on the success of which the greatest expectations had been formed at home, and in which the loss by the sword did not exceed one hundred and twenty men, while, during the same period, near a thousand either absolutely fell miserable victims to disease, or were rendered incapable of service. Nor were the common soldiers the only persons who experienced its ravage; for in the number of those who perished are to be reckoned colonels Foulke and Goodwin, and many other officers of considerable rank. All expectations of conquest in this part of the world being thus frustrated, sir Francis Wheeler quitted the West Indies the latter end of May, pursuant to his instructions, and arrived at Boston, after a very expeditious passage, on the 12th of June, where, prompted as well by his own natural inclination for enterprize, as by his orders, he proposed to sir William Phipps, who was then governor of the province of Massachusetts Bay, to make an attack on Quebec.

The want of a sufficient land force to co-operate with the squadron obliged sir William to decline, much against his own wishes, the attempt. This force it was not possible to collect during the time sir Francis was empowered by his instructions to continue there; and as Campbell observes, "this grand design proving every way impracticable, was dropt, even by those two men who of all others had it most at heart." Sir Francis therefore prepared to return to Europe as expeditiously as possible, the men, as soon as they had in some degree recovered their health, re-embarked, and the squadron was enabled to sail from Boston on the 3d of August.

Sir Francis proceeded to Newfoundland in hopes of being able to achieve some service that might palliate, in the eyes of his countrymen, those disappointments he had hitherto experienced. Here he was again disappointed, for he found Placentia, the intended object of his attack,

better provided and fortified than he expected, and, indeed, so capable of defence, from its numerous newly-erected batteries, and the number of well disciplined soldiers which were stationed to defend them, that the attack would, in all probability, have failed, had it been made with the utmost expedition and spirit. The pause necessarily caused in sir Francis, by that appearance of affairs, so different from what he expected, by no means damped his spirit, or cooled that warm and eager desire of effecting something that might tend to his country's advantage, which was always his chief pursuit. Unpromising as was the aspect he determined not to abandon the enterprise too hastily. He called a council of war, in which he laid down a regular and well-digested plan of attack, the most hazardous and dangerous part of which he himself undertook to conduct. The land-officers who were present at this council greatly out-numbered the naval-commanders, and were decidedly of opinion, the enterprise was not only hazardous, but impracticable to succeed.

Nothing now remained to sir Francis but to lament his ill-fortune, and return to England. Nevertheless, that he might convince his countrymen how much he wished to acquire honour to himself, and advantage to them, he sent a detachment to St. Pierres, with instructions to destroy a fishing settlement, of some consequence, established there by the French: a service which was effectually performed, and which, if it was not productive of any very solid advantage to Britain, had, at least, that secondary one; of distressing its enemies.

On the 28th of August the squadron sailed from the Bay of Bulls for England: and that misfortune might attend it even to the last, it did not reach England till the 18th of October, and in so reduced a state that there were scarcely men enough in health to navigate the ships into port. Campbell thinks proper to observe, "that, unfortunate as this expedition proved, from beginning to end, sir Francis Wheeler, its commander, never fell under the least censure." In this he is much mistaken. That the censure was totally undeserved we are very ready to insist on; yet loud and numerous were the aspersions thrown out

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\* Those who were most forward in their professions of loyalty to king William ascribed the failure, in round terms, to treason and diffidence.

out against him, particularly when, in the month of November following, he was appointed to command the squadron sent to the Mediterranean: so that neither the accounts he transmitted home, nor the representations of the West India colonies, added to the extracts of proceedings in the different councils of war, were sufficient to acquit him in the opinion of the populace. His sovereign treated him with greater justice and candour: he felt too much for the misfortunes of a brave man, to add to them by a capricious, wanton and improper reprehension, or seeming disapprobation. It was sufficient for that prince if a commander's conduct had deserved, tho' it had not obtained, success; and on that ground he failed not to reward it, though minds less noble than his own, frequently took occasion to condemn his liberality.

Sir Francis therefore, almost immediately on his arrival at Portsmouth, was promoted to be rear-admiral of the red, and soon afterwards to be commander-in-chief in the Mediterranean, a preferment which, as Campbell justly remarks, he obtained purely by his merit\*. The squadron destined for the Streights, which was put under his command in the month of November, consisted of twenty ships of war and frigates†: but sir Francis was still the child of misfortune; he was detained upwards of a month by contrary winds and the want of stores, so that he did not sail till the 27th of December; and even then is said, by Lediard, to have been obliged to leave behind two or three of his smaller ships to convoy the store-ships and victuallers, which were destined to attend him but were not then ready to sail. On the 29th he was joined, off Plymouth, by the Warspight and Chatham, with eighteen or twenty merchant-ships from the same port bound to the Streights. This passage was very favourable and

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disaffection; while the more moderate, contented themselves with saying, sarcastically, that the fleet returned to England, having done nothing, and that its commander had not found one reasonable excuse for not completing the great plan laid down for him to pursue. Nothing is more easy than to fight battles, and conduct warlike operations, by the fireside.

\* But which certainly exposed him to envy.

† He was to be joined also by a squadron of Dutch ships under the command of vice-admiral Callemburgh.

expeditious, for on the 4th of January the fleet had advanced as far on its voyage as Cape Finisterre; at which time sir Francis detached the ships bound to Oporto, with a proper convoy to attend them. Two days afterwards, having received information that five French ships of war were cruising between the rock of Lisbon, and Cape St. Vincent, he ordered, with a proper care and attention, five third and fourth rates, together with a fire-ship, to attend the Lisbon and St. Ubes ships into those ports. After this an event occurred which exposed him to censure, and, as it appears, very unjustly. The fact, as related by Lediard, is, that on the 13th of January, the fleet being then near Cape St. Vincent, four large French ships were seen at the close of the evening: sir Francis instantly made the signal for a proper number of his ships to chase; but the French ships outstriking those which were detached in pursuit of them, and very foul, thick weather coming on, a signal was made for the ships to discontinue the chase, in order that they might not lose company with the fleet. This being the serious and true state of the conduct of sir Francis on this occasion, no person who pretends to the least candour, can impute to him the smallest degree of criminality.

To have acted otherwise would have been to have acted imprudently. And the loudest of those who affected to condemn the recall of the chasing-ships, would have been among the foremost to condemn the admiral's rashness had any unforeseen misfortune happened to them in consequence of separation\*. In the morning six sail were seen a-stern; and sir Francis immediately lay-to, that the ships, if belonging to his squadron, might get up with him; or, if enemies, that he might collect his force to

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\* Nevertheless, there are some who have had the unparalleled audacity to charge this unfortunate and brave commander with "calling back the captains just as they had raised the spirit of their men by pointing to the flying enemy and telling them they went to chastise, not fight, with them." To this his enemies sarcastically add, "his reason could not but be asked, for it was not in human sagacity, untaught his private instructions, to guess at it." "It was (he said) lest they should lose company." But the accusation itself becomes panegyric; and the charge, recoiling on those who sent it forth, produces nothing but their own disgrace.



receive them. On the 15th, at night, the wind became contrary; but shifting round to the northward, in the morning the fleet was enabled to make sail. Soon after which four French ships of war were discovered to windward, near Cape Lagos, and two others under the shore at a still greater distance. The admiral immediately began to take every precaution prudence could suggest for the security of the merchant-ships under his convoy, by making a signal for them to bear away to leeward, which was immediately followed by one to vice-admiral Hopson to chase to windward with five other ships of his division. Those of the enemy being clean ships just out of port, and in all probability better sailing vessels, unfortunately escaped.

Lediard farther adds, that, in consequence of the enemy's too successful flight, it was immediately resolved, in a council of war, that rear-admiral Neville, in the Royal Oak, with the Warpight, York, Chatham, and two Dutch ships of seventy guns each, with two fireships, should stand away for Cape St. Vincent in hopes of falling in with the French ships; and after having cruised in that station some days they should endeavour to join the ships of war which were expected to return, about that time, from convoying the Lisbon and St. Ubes fleet. They were all to proceed in company for Cadiz. The veracity and authentic information of the author just quoted few have ever doubted: and from the foregoing account, which, depending on testimony of such credit, we have little reason to disbelieve, we scarce know whether most to admire the zeal and propriety of the admiral's conduct, or most to condemn that, of those malicious persons who have endeavoured to impose on the world a very different and unjust representation of it\*.

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\* "*Eight days* successively were the French vessels seen four or six together and at various distances: every sight of them produced an order to chase, and every order had the same effect. If the captains understood their duty they came back, and said the French outailed them: if they could less be trusted, they were called off. The fleet must not be separated. Men gave opinions variously: they talked of cowardice; but that is the least probable cause with the English. What we accuse under this name is often secret treachery.

"The Dutch, who were in earnest, exclaimed, and sir Francis could not refuse to listen to them. He allowed rear-admiral Neville, with

The admiral arrived at Cadiz, according to Campbell and Lediard, on the 19th of January; but, according to the Gazette, not till the 29th, having had the good fortune, which appears to have been the greatest instance of it that ever attended him through life, of carrying safe into Cadiz one hundred and sixty-five merchant-ships under his convoy, the whole number that had sailed with him from England, one only excepted which had parted company during the voyage. Rear-admiral Neville with his detachment, and the ships before sent to Lisbon and St. Ubes, are said to have re-joined him at Cadiz on the 25th. Sir Francis, having appointed the convoy which was to return to England under the command of vice-admiral Hopson, put to sea on the 10th of February, intending to sail for the Mediterranean; but the wind coming contrary, he was obliged to bear away for the Bay of Bulls, where he anchored on the following day. On the 17th he sailed again, and lay-to the same evening off Gibraltar with the wind at west: about two the next morning he again made sail with the wind northerly. About seven the wind suddenly came round to the southward, and very soon flew back to the northward again. Before eight it blew very hard from the east-north-east, accompanied with much thunder and rain; and soon increased to such a storm that the fleet was obliged to bear away to the southward. At one in the afternoon the squadron wore and lay-to with their heads to the northward. In the course of the following night the ships of the squadron were all very much dispersed; many of them unfortunately mistaking the Bay of Gibraltar for the Streight's mouth, were driven on shore and totally lost; others, who escaped that species of destruction, experi-

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three ships, to join two of theirs. It was all they asked; and they promised, if they could meet the French ships, to bring a good account of them.

\* This squadron waited for them off Cape St. Vincent; but the admiral allowed them only a few days the hope of finding them. He sent them orders to follow him to Cadiz."—Hill's Naval History of Britain. Book 17th.

We have inserted the above account, not because we think it deserves credit but to shew how differently the same fact can be related by two persons who are not so fortunate as to see it in the same light.

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enced a fate no less horrible, by foundring at sea. In this number was the *Suffex*, the admiral's ship\*, every person on board which perished, two *Moors* excepted.

The admiral's body was driven on shore on the 21st; and, from the circumstance of its being found with nothing on it but the shirt, it was conjectured by some, that when he saw the loss of the ship was inevitable he threw himself into the sea endeavouring to save his life by swimming. Thus perished, and in a way even his enemies must have lamented, the brave, though unfortunate, sir Francis Wheeler, a man, from the undeserved clamour raised against him, most truly entitled to universal compassion; but that the calumny of discontented men leaves behind it no stain. The sponge of time washes off the temporary foil, nor suffers the smallest trace to remain of its having ever existed. The body was embalmed and sent to England for interment.

## 1681.

**BERKELEY, Charles.**—Lord Berkeley, of Stratton, in the county of Devon, was the eldest son of the well-known sir John Berkeley, the faithful servant of king Charles the First, and his son and successor Charles the Second. The

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\* "Whitehall, March 28, 1694. On Saturday the 17th of last month, about five in the afternoon, sir Francis Wheeler sailed from Gibraltar, with the ships under his command, bound up the Streights, the wind at N. W. On Sunday, about ten in the morning, there arose a most violent storm, with thunder, lightening, and a great deal of rain, the wind at E. and E. N. E. and changing afterwards to E. S. E. The storm continued all that day, and the night following. On Monday the 19th, about five in the morning, sir Francis Wheeler's own ship the *Suffex* foundred, he and all his men being lost, except two *Moors*. About the same time the *Cambridge*, the *Lumley Castle*, the *Serpent* bomb-ketch, the *Mary* ketch, and six merchant-ships were all driven a shore and lost on the east-side of Gibraltar."—*Gazette*, No. 2961.

The Dutch writers say it was the most dreadful storm ever known in those seas since the memory of man.

latter sovereign, in grateful consideration of his eminent services and constant attachment to him, created him a peer of Great Britain, by letters patent, dated at Brussels on the 19th of May 1658.

Charles, of whom we are about to speak, entered, at the early age of fourteen years, into a military life. He served as a volunteer two campaigns in the French army. When sixteen years old he returned to England, and was appointed, first a guidon and afterwards a lieutenant of his majesty's troop of horse guards; but observing there was little occasion for his service in that line, and his active spirit prompting an eager desire of qualifying himself for the service of his king and country, he went to sea, where he continued two years. In that time he made such progress in the art of navigation, and gave so many testimonies of his skill in maritime affairs, far beyond others of much longer standing, and riper years, that upon his return he was honoured, by the king, with the command of the *Tyger*. This appointment took place on the 2d of July 1681. He was sent soon afterwards to the Straights to repress the insolence of those nests of pirates, Sallee and Argiers. Not long after this time he unfortunately fell sick of the small pox, and died in the Mediterranean on the 6th day of March 1682, being then only twenty years, three months and three days of age.

His body was embalmed and brought to England: it was buried in great funeral pomp at Twickenham, in the county of Middlesex, on the 21st of September 1682.

DERING, Daniel,—was appointed lieutenant of the *Bristol* on the 27th of November 1679; and before the conclusion of the same year was removed into the same station on board the *Rupert*. On the 16th of July 1681, he was promoted to the command of the *Dover*.

GOLDING, John,—is known only as having been appointed commander of the *Golden Rose*, a prize taken from the Algerines, in the year 1681. There is some reason, however, to suppose he was made second lieutenant of the *Triumph* as far back as the year 1673; and that he was the son of the John Golding whom we have already given some account of\*.

**MACDONEL, or MACDONALD, Randall,**—was the descendant of a very ancient and honourable family settled in the northern part of Scotland; a family which ever was distinguished for its personal attachment to the house of Stuart, but in which it persevered very improperly and ruinously to itself, after this mistaken loyalty had, from the necessary change of government and the good of the whole community, been legally pronounced by the general voice and opinion, rebellion and treason.

He was appointed third lieutenant of the *Charles* on 29th of March 1678: and on the 15th of September following was promoted to be second lieutenant of the *Captain*. He was sent afterwards to the *Streights*, where, on the 22d of February 1680, he was removed, by vice-admiral Herbert, to be lieutenant of the *Bristol*. On the 27th of August 1681, he was promoted, by the same admiral, to be captain of the *Golden Horse*, a prize taken from the *Algerines*. On the 4th of July 1683, he was removed, by a commission from the admiralty, into the *Greyhound*. He continued to command the same vessel, and on the same station, many years; and in the month of June 1685, bore a very conspicuous part in an attack, made under his direction, on the *Salletine* shipping in the harbour of *Mamora*. This attack being projected by captain Leighton, who commanded the *Lark* on the same station, the particular account of it is, with more propriety, given in his life. Nevertheless the success is not to be wholly imputed to him, captain Macdonald having eminently contributed to its success by his prudent disposition and arrangement of the attack: indeed, on every occasion where his name occurs in the line of service, he appears\* to have been considered as a very active and

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\* Extract of a letter from Cadiz, August the 24th, 1685.

"Captain Macdonald, commander of his majesty's ship the *Greyhound*, who commanded-in-chief at the late service performed by his boat, and those of his majesty's other frigates, in burning the ships in the river of *Mamora*, advises that, having since that time been cruising at sea in company with the *Lark*, captain Leighton commander, on the 4th instant, they met with, and chased a-shore, two small vessels belonging to the enemy within six miles of *Cape de Gatt*. They were afterwards burnt by the boats belonging to the English ships, the men all escaping."

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intelligent officer. On the 22d of April 1687, he was appointed, by king James the Second, to command the Richmond; and on the 24th of May, in the following year, removed into the Assurance. In this command he continued till after the landing of the prince of Orange, when his known attachment to, and very forward zeal, for the service of his late sovereign caused his dismissal from command on the 13th of December.

He continued to preserve that personal attachment to James which we have already had occasion to mention, so that he was one of the few confidential persons entrusted, not only with the secret of his flight but with the management of it. He accompanied his exiled sovereign to France, and from thence to Ireland, exhibiting a degree of loyalty which had never been enough admired, had the personage, on whom it was bestowed, been properly worthy of so true and faithful a servant. He is supposed to have died in France, but in what year is not known.

RANDALL, Edward, — was appointed, by vice-admiral Herbert, to be commander of the Ann Saitee, on the 20th of June 1681. On the 20th of May 1682, he was removed into the James galley, of which vessel he was commissioned to serve as lieutenant only. On the 19th of July he was promoted again to the rank of commander, and made captain of the Half Moon, a prize just before taken from the Algerines. Nothing farther is known of him.

\* "Capt. Macdonald brought word before twelve o'clock at night on the 22d of December, that captain Trevanion was come up with the shallop.

"The king went to bed at his usual hour. As soon as the company was gone he got up, dressed, and went by the back-stairs through the garden, where Macdonald staid for him, with the duke of Berwick and Mr. Biddulph, to shew them the way to Trevanion's boat."

Macpherson's State Papers, Vol. I. p. 169.

CARLISLE,

1682.

CARLISLE, Charles,—was, on the 18th of April 1682, appointed lieutenant of the Ruby. On the 18th of November following he was promoted to the command of the Deptford ketch, and on the 2d of December was removed into the Francis. Soon after his new appointment he was sent to the West Indies, where he performed a very signal service to his country, in the destruction of a pirate who had long infested that part of the World. Sir William Stapleton, at that time governor-general of the Leeward Islands, having received information of the depredations this vessel had just before committed; dispatched captain Carlisle in search of it, as well as of several others which had been almost equally notorious and mischievous. On the 1st of August he had the good fortune to discover the very ship he was in search of, at anchor in the road of St. Thomas, one of the Virgin Islands. She was called the Trompeuse, and commanded by a person of the name of Hamlyn, who had long distinguished himself both by the magnitude of his piracies, and the cruelty with which they were almost invariably attended. He had captured seventeen large ships of different nations, many of them of great value. Eleven of these belonged to the English; against whom, when his prisoners, it was observable, his barbarity and cruelty was most particularly exercised.

As soon as the Francis had run in, within gun-shot of the pirate the latter fired a shot, which was immediately repeated by one from the castle, both of them directed at captain Carlisle's ship. He immediately sent on shore to the governor of the castle to require the reason of such conduct; and demanded that the pirate should be, as the common enemy of all mankind, immediately delivered up to him. An evasive answer was returned, and captain Carlisle immediately began to make the necessary preparations to burn the pirate, notwithstanding he lay under  
the

the very guns of the fort. When the night approached the boats were sent, manned and armed with a proper quantity of combustibles and fire-works, to put this resolution in practice. This was done in so spirited and effectual a manner that the pirate was almost immediately completely in flames. The boats having executed this part of their commission rowed between the ship and the shore, in order to cut off the retreat of the pirates who might attempt to make their escape; but this had been previously effected by all the crew, except four, who were taken prisoners. When the pirate blew up a piece of flaming timber was carried, by the explosion, on board another ship which lay in the road, and burnt her also. This was a piece of providential justice, for the latter vessel had been particularly serviceable to the pirate, by not only assisting him to career but also supplying him with many stores of which he stood much in want.

Captain Carlisle having successfully achieved this exploit sailed the next morning; and, at a short distance from the harbour, discovered a ship a-ground, which, on examination, proved to be laden with cables, cordage, and other naval stores, purposely designed for the equipment and supply, of the piratical vessels, which were, at that time, accustomed to resort to St. Thomas's, as to a mart, both for the sale of their plunder and the supply of their wants. This vessel being likewise set on fire, captain Carlisle returned to Nevis without having sustained the smallest loss during this difficult, and dangerous expedition. This success was of considerable consequence to commerce, for the four prisoners who were, as has been already related, taken from on board the pirate, confessed that, as part of the plunder acquired during their last voyage, there had been landed at the castle, a very large chest of gold-dust, one hundred and fifty wedges of silver, two hundred bags of coined money, besides plate, jewels, elephant's teeth, and a variety of other valuable goods, and commodities. No transactions relative to the life of captain Carlisle, after this time, have reached our knowledge.

GIFFORD, Sir William, — on the 2d of November 1676, was appointed to serve as second lieutenant of the Dragon. On the 5th of November in the following year



year he was removed into the same station on board the *Centurion*; and on the 10th of December following into the *Mary*. On the 14th of January 1678-9, he was promoted to be first lieutenant of the *Bristol* by sir John Narborough, who at that time held the chief command in the Straights. On the 11th of April 1682, he was made captain of the *Lark*. On the 23d of February 1683-4\*, he was removed into the *Mermaid*; to which vessel he was afterwards twice re-commissioned, first on the 1st of June 1681; and again on the 1st of April 1685. On the 1st of November 1688, he was appointed to command the *Phoenix*; this period was almost literally the eve of the Revolution; after which we do not find him employed, at least during the reign of king William.

Soon after the accession of queen Anne he was appointed commissioner of the navy resident at Portsmouth, an office, as it is well known, of high honour and much trust. This appointment sufficiently proves his former retirement was voluntary, or that the reasons which caused his non-employment were nugatory or unjust. He received, as an additional proof of his worth, the honour of knighthood soon after this time. In the year 1705 he was appointed an extra-commissioner of the navy; and, on the 23d of April 1708, governor of Greenwich hospital; which office, it is believed, he possessed till the time of his death.

**LIGHTON, Thomas**,—was appointed lieutenant of the *Mary Rose* on the 10th of May 1679, and of the *Crown* on the 30th of October 1681. On the 11th of July 1682, he was promoted, by admiral Herbert, to the command of the *Two Lyons*, a prize taken from the *Algerines*. On the 12th of July 1683, he was removed into the *Drake*; and, on the 23d of February 1683-4, into the *Lark*. This ship being one of the Mediterranean Squadron, a service in which he (captain Lighton) appears to have been employed ever since he became a

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\* He is said, in an official paper belonging to the admiralty, not to have taken rank as a post captain till the 26th of February 1683-4. If this is true; which, indeed, we have no reason to disbelieve, he could only have been appointed acting commander of the *Lark*.

commander.

commander. He projected an enterprize \* against some Sallatine ships of war and other vessels, which was crowned with the most brilliant success. On the 4th of April

\* The following account of this attack was officially given in the Gazette, No. 2054.

" Captain Lighton in his majesty's ship the Lark, captain Macdonald in the Greyhound, with the Bonadventure commanded by Mr. Fairborne, her lieutenant, captain Priestman being sick a-shore, arriving on the 12th past, before Mamora. Captain Lighton stood close in with the bar, and saw two ships at anchor within the harbour, which he knew to be Hackome, admiral of Sallee, and another ship of war that had not long been there; upon which, and the information he received next day from four Christians, and particularly from Thomas Phelps, who escaped from the shore, he resolved to attempt the burning of them, and communicated the same to captain Macdonald and Mr. Fairborne, who having approved thereof, they agreed to send in all their boats under the command of Mr. Macdonald in the Greyhound's boat, the Lark's boat being commanded by captain Lighton's brother, the Bonadventure's pinnace by Mr. Harris, accompanied by Mr. Littleton, and the yawl by Mr. Brisbane, both Midshipmen extraordinary, all manned with chosen men well armed and furnished with a sufficient quantity of fireworks. At eight o'clock at night they put off from the ships in good order, and fell in with the bar about ten. They found each side of the channel well guarded, and the ships too, which was more than they expected, but not sufficient to deter the assailants, for they boldly rowed in, and boarded the ships, which they found manned with 20 or 30 men each, and armed with great guns and patararoes. After a fierce dispute on both sides, with volleys of small and great shot from the town and castles, which were not above half pistol-shot distant, by continually firing small shot and throwing in hand grenades they cleared the ship's decks and entered them, setting them on fire in several places. They killed several Moors, destroyed what other vessels and boats were then there, and carried off four Christians.

" Hackome's ship was mounted with thirty-six pieces of cannon and about twenty-five patararoes. The other was Plumash; his ship carried twenty-six or twenty-eight guns and as many patararoes. Both would have been completely fitted in fifteen or twenty days, and therefore had on board all their ammunition and habiliments of war, with all their sails, together with the greatest part of the furniture and rigging for their new ships building at Sallee. These with several others were consumed in less than two hours, and our men and boats safe on board again. The loss on our side was inconsiderable in respect to the difficulty and danger of the service, having but one man mortally wounded, and five or six others slightly hurt. They all behaved themselves with the greatest courage and obedience to their orders, especially in despoiling all manner of plunder, as they had been cautioned by captain Lighton and captain Macdonald."

1688,

1688, he was made commander of the *Guernsey*. On the 15th of June following he was removed into the *Bristol*; and, on the 22d of December, was appointed by lord Dartmouth who still continued admiral of the fleet, to command the *St. David*. He continued to serve after the revolution, and was made captain of the *Montague*. In the month of September 1690, he was present at the siege of Cork; and finding little opportunity was to be expected of signalizing himself in his natural and proper line of service, he followed the example of the ever-to-be lamented duke of Grafton, and many other gallant naval officers, in attaching himself, as a volunteer, to the detachment which was ordered to storm a breach made in the east part of the wall. It does not appear by the official account given of this transaction, that he was among the wounded, so that although he died on the 9th of October, it is most probable this was occasioned by a disease induced by fatigue or some natural cause.

SAINT LOE, George, — was the descendant of a very respectable family long settled in the county of Dorset. He was appointed lieutenant of the *Phoenix* by commission from king Charles the Second, dated the 16th of January 1677-8. This ship was sent soon afterwards to the Mediterranean, where he was removed, by admiral Herbert, into the same station on board the *Hampshire*. He was promoted to the command of the *Dartmouth* on the 11th of April 1682; and was re-commissioned to the same ship on the 24th of March 1684-5. On the 30th of August 1688, he was appointed to the *Portsmouth*. He continued in command after the revolution; and in the year 1690, was taken by the enemy and carried into Brest\* after

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\* During his captivity he appears to have made many shrewd and useful remarks on the oeconomy and management of the French navy. The following extract, from *England's Safety*, a book printed in London anno. 1693, is too remarkable to be omitted, notwithstanding it has been already used by Campbell.

"While I was at Brest," says captain Saint Loe, "I was astonished at the expedition used by the French in manning and fitting out their ships, which, till then, I thought could be done no where sooner than in England, where we have ten times the shipping, and consequently ten times more seamen than they have in France. But there I saw twenty sail of ships, of about sixty guns each, got ready in twenty days time :

after a very desperate engagement, in which he was ~~so~~ severely wounded as to be several months before he recovered. It does not appear he had any naval command after this time : but in the year 1693, which was very soon after his return from captivity, he was appointed an extra-commissioner of the navy. In 1695 he was made commissioner-resident at Plymouth. He was removed from thence to Chatham in the year 1703. He continued in that office till the accession of George the First, when he was involved in the very extensive dismissal which took place almost immediately after that event. It is not known at what particular time he died.

SCROPE, Adrian,—was the descendant of a very ancient Lincolnshire family, and nephew of the well-known colonel Adrian Scrope, one of the regicides. He was appointed lieutenant of the Forrester in 1672 ; in the following year he was made second lieutenant of the Sovereign ; and on the 16th of April 1677, of the Montague. On the 28th of January 1677-8, he was promoted to be first lieutenant of the Dreadnought. On the 27th of April 1680, he was removed into the Diamond ; and on the 10th of January following into the Tyger prize. On the 15th of July 1682, he was promoted, by admiral Herbert commander-in-chief in the Mediterranean, to be captain of the Red Lion, a prize taken from the Algerines. Nothing farther is known of him.

SHARPE, Bartholomew,—is known only as having been appointed captain of the Bonetta sloop on the 30th of November 1682.

STRODDER, George,—was appointed commander of the Cleveland yacht on the 31st of October 1682.

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time: they were brought in, and the men discharged; and upon an order from Paris they were careened, keeled up, rigged, victualled, manned, and out again in the said time, with the greatest ease imaginable. I likewise saw a ship, of one hundred guns, had all her guns taken out there in four or five hours time, which I never saw done in England in twenty-four hours, and this with great ease and less hazard."

1683.

COAL, Thomas,—was appointed commander of the *Isabella* yacht on the 12th of June 1683. He was twice recommissioned to the same vessel; first, on the 26th of May 1685; and, secondly, on the 1st of May 1687. On the 24th of May 1688, he was made lieutenant of the *Greenwich*; and on the 30th of August following was again promoted to the rank of commander, and appointed to the *Pearl*. Embracing the cause of his country, and the interest of the prince of Orange, he was continued in command by that personage, after he ascended the throne, by the title of William the Third. We find him appointed, in the year 1690, to command the *Tyger*, and sent to the Streights under the command of admiral Killegrew\*. When that officer prepared to return to Europe he dispatched captain Coal commanding officer or commodore of the convoy sent with the *Smyrna* fleet.

On his return to Europe, after having successfully executed this service, he was, in the year 1691, dispatched with a squadron of English and Dutch ships, to cruise off the coast of Ireland, for the purpose of preventing the introduction of any supplies from France for the use of James's party in that island. On this occasion he rendered all the service naturally to be expected from an active and intelligent officer; having, in particular, much contributed to the surrender of Limerick, by repeatedly cannonading and disturbing the enemy's intrenched camp, where the last remains of their cavalry were stationed; and also by blocking up the port so effectually as to cut off all hopes both of succour and retreat in the last extremity. In the month of September 1692, he was appointed to command the *Dreadnought*, and continued in the same ship many years, most probably till after the treaty at Ryswick. He continued to be employed during

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\* Vol. I. p. 341.

the remainder of king William's reign, but we have not been able to discover in what particular ships or stations. We are also ignorant whether he was appointed to any ship after the accession of queen Anne : so high, however, was the estimation in which his services were held, that he received from that sovereign the honour of knighthood ; and having become, through age and infirmities, incapable of farther service, was put on the superannuated list in the year 1706, with a pension of 146*l.* a year. He died on the 19th of December 1710.

FISH, Gregory,—is known only as having been appointed, in the year 1683, commander of the *Scheedam* a prize taken from the Dutch in the former war.

GEORGE, John,—was appointed lieutenant of the *Portsmouth* in 1672. From this vessel he was removed to the same station on board the *Fore-sight* on the 27th of July 1674. He was promoted, on the 29th of May 1677, to be first lieutenant of the *Leopard* ; and on the 11th of September, in the following year, to the same station on board the *Happy Return*. On the 13th of January 1679, he was again made lieutenant of the *Leopard*. On the 14th of April 1683, he was appointed first lieutenant of the *Grafton*, and on the 17th of December following was promoted to the command of the *Deptford* ketch. On the 23d of March 1683-4, he was removed into the *Rose*, after which time his name does not occur in the service.

GRAFTON, Henry, Duke of,—the first who bore that title. He was the natural son of king Charles the Second, by Barbara Villiers, dutchess of Cleveland, and was born on the 20th of September 1663. He was made a peer of England on the 16th of August 1672, by the titles of baron of Sudbury, viscount Ipswich, and earl of Euston, all in the county of Suffolk ; and on the 11th of September 1675, was created duke of Grafton, in the county of Northampton. Discovering great propensity to the naval service, he went early in life to sea as a volunteer under sir John Berry ; so that, having been on the 31st of August 1680, elected knight-companion of the most noble order of the garter, being then at sea under that brave commander, he was obliged to be installed by his proxy, sir Edward Villiers, knight, afterwards earl of Jersey. This ceremony took place on the 30th of September

tember following. On the 15th of December 1681, he was elected, by the corporation of the Trinity House, one of their elder brethren; and on the 30th of the same month was appointed colonel of the first regiment of foot guards\*. His promising talents, and forward zeal to distinguish himself, were such as to induce his royal father to declare him, on the 13th of January 1683-4, when he was not yet twenty years old, vice-admiral of England. This office is to be considered as merely honorary, and of a civil nature, so that we are not to be surprised at finding him appointed a private captain, as commander of the Grafton, a third rate of seventy guns, on the 18th of April 1683. On the 24th of the same month he was constituted admiral and commander-in-chief of his majesty's fleet in the Narrow Seas. On the 20th of October 1684, he was sworn recorder of St. Edmondsbury, in Suffolk, an honorary, and, as it should seem, introductory appointment to that more eminent one of lord lieutenant of the same county, which he received on the 6th of May 1685. He was also invested, by patent, with the offices of remembrancer of the first-fruits, ranger of Whittlebury-forest in Northamptonshire, and game-keeper at Newmarket. He was constituted lord high-constable of England for the coronation of his natural uncle, king James the Second. When his half brother, Monmouth, landed in the west, the duke's regiment formed a part of the army, sent down under the earl of Feversham, to oppose him. His grace accompanied them as their colonel, and behaved with most conspicuous gallantry at the action in Philips Norton lane, in Somersetshire, where he had a very narrow escape†. The year 1687, forms rather

\* Gazette, No. 1682.

† Whitehall, June 29, 1685.—“ The earl of Feversham, lieutenant-general of his majesty's forces, having notice that the rebels were going to Philips Norton, marched from Bath on Saturday last, very early, with intention to fall upon their rear; and for that purpose advanced, with a detachment of five hundred foot, commanded by the duke of Grafton, and of dragoons and horse-grenadiers, leaving the rest of the forces to follow with the cannon. Coming to a lane that leads into Philips Norton he heard some musket-shots, and thereupon detached twenty of the horse-guards, with the company of foot-grenadiers

rather a remarkable epoch in the life of this nobleman, and affords us a striking proof how far men, with the best hearts and intentions, will sometimes suffer themselves to be overcome by flattery and persuasion.

The duke of Somerset had peremptorily refused to conduct Ferdinand D'Adda, nuncio from pope Innocent XIth, to his first audience of king James. The duke of Grafton was more pliable, and undertook the office. He was two days afterwards\* appointed admiral of the fleet ordered for the Mediterranean: it was first, however, to convoy Mary Sophia, the betrothed queen of Pedro the Second, king of Portugal, from Rotterdam to Lisbon. The duke arrived with the yachts at the Brill, after a very stormy and disagreeable passage, on the 12th of July; and having received the queen on board sailed for Portugal, but was obliged, by contrary winds, to put into Plymouth on the 23d of the same month. The wind coming round to the northward the next day, having hoisted his flag on board the *Ann*, he again sailed with his royal charge, and arrived safe at Lisbon after a passage of seven days. The duke was received with the highest honours†, as

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nadiers of the duke of Grafton's regiment, to go into that lane to discover what it was: the lane was soon after lined on both sides, with horse and foot, behind the hedges, who made a great fire upon our men. The duke of Grafton was with them, and went as far as the gate of the town with as much courage and resolution as can be expressed: but the enemy continuing their fire he retired; and in his retreat was stopped by some of the rebels' horse; but he passed, notwithstanding, through them all."—*Gazette*, No. 2047.

\* On the 5th of July.

† "The master of the king's household was sent to invite his grace, the duke of Grafton, ashore, to an apartment provided for him, which he excused, upon the directions he had from his majesty to continue on board. On the 4th instant his grace had his audience of his majesty, which was appointed then as a particular mark of esteem, none of the foreign ministers having been, till after that time, admitted to see the king. Don Juan de Souza was sent to bring the duke in one of the king's barges, the Portuguese men of war saluting him as they passed. The duke, Mr. Fitzjames with lord O'Brien, the commanders of the squadron, and the other gentlemen, landing at the new bridge made for the queen, were conducted to the king's apartment, the guards being at their arms, and the drums beating. His grace was received by the king with great kindness, and his compliments returned with large expressions, how sensible the king was of the



as well in consequence of the personal respect borne to his character and rank, as the consideration of the national compliment paid by the court of Great Britain to that of Portugal. Having fulfilled the object of his mission, the duke sailed with his squadron for Gibraltar on the 13th, where, having arrived the beginning of September, and made a short stay, he proceeded to Algiers. He was received with the greatest respect and attention, the Dey giving him every assurance of his wish to continue in peace and friendship with the English, and presenting him, among other marks of his esteem, with several English persons who had been made prisoners during the former war. This part of his instructions\* being thus happily and completely fulfilled, he sailed on the 6th of October in order to execute the remainder. At Tunis, and afterwards at Tripoli, he received the same honours and met with the same success. At Malta, at Messina, at Malaga, and at every other port where the squadron touched, the governors and inhabitants of each place seemed to vie with each other which should most distinguish themselves by their attention and respect. His reception from James on his return, which took place in the month of March 1688, was equally flattering with what he had received from foreign nations during his absence. He held no command in the fleet fitted out by James in consequence

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the marks of his majesty's friendship, particularly in his last obliging instance of it, in sending his grace to conduct the queen. The duke then presenting Mr. Fitzjames, the king directed himself more particularly to him, and received also very kindly lord O'Brien, the commanders of the ships, and the rest that were presented to his majesty at the same time. From thence the duke was conducted to his audiences of the queen and infantia; none being admitted with him there but Mr. Fitzjames and the officers belonging to the ceremony; which being done, they were all carried in the king's coaches to the palace, where there was a very noble entertainment provided, the king's servants attending; and the same night there was a great quantity of all sorts of fresh provisions sent on board to be distributed among the ships. The duke had several other invitations given him, all which he excused. On the 8th instant the king's presents were sent, which were a sword and cane set with diamonds for the duke, and a jewel of value for Mr. Fitzjames. On the 10th his grace was conducted to his audiences of leave with the same ceremonies and entertainment."—Gaz. No, 2278.

\* To renew the treaties of peace with the states of Barbary.

of the hostile preparations of the prince of Orange. And his conduct during the commotions which soon afterwards took place, has exposed him to much censure from the favourers of the cause of the fugitive sovereign.

The duke is said to have owned, to lord Dover, that a visit made by him to the fleet, just before the landing of the prince, was for the express purpose of influencing the several commanders to declare against king James; and that on this expedition, which we must confess we do not think a very honourable one for a man of his high rank, he was so successful as to gain the positive promise of two-thirds of the commanders. He is, moreover, said to have confessed being privy to Churchill's design of seizing the person of lord Dartmouth, the admiral of the fleet, and carrying it over immediately to the prince. We do not however think an implicit belief is to be paid to the truth of this pretended confession, for it does not appear ever to have been made public till after the duke's decease, or to have been properly confirmed by the future open testimony of those officers with whom he is said to have tampered. If the confession alluded to was really made by the duke of Grafton, he certainly must have possessed a much greater share of hypocrisy and deceit, than we can think would ever obscure so great, so gallant, and so noble a character in every other respect. On that ground we hope, for the honour of human nature, lord Dover's report was, at least, exaggerated.

Soon after the landing of the prince of Orange the duke was one of the Protestant peers, then in London, who, in conjunction with the archbishops of York and Canterbury, signed a petition to king James, "*that in deep sense of the miseries of war, &c. they thought themselves bound in conscience, and out of the duty they owe to God, their holy religion, &c. most humbly to offer to his majesty, that, in their opinions, the only visible way to preserve his majesty and his kingdom, would be the calling a parliament regular and free in all respects.*" This moderate step being inconsistent with the character of a man violent enough at another time to act in the manner already described, is a sufficient ground to doubt the authenticity of that particular relation; as to that part of his conduct which immediately followed, it is much more reconcileable to the character of a man of honour than the former would have been. The measures

of James had proved him deaf to every advice, irreclaimable even by that most powerful of all incentives, danger, and totally void of the great principle which ever controuls and influences the mind of a just prince, the good of his people. The feelings of consanguinity that prince had himself been callous to: he had bereaved of life one nephew, who had unsuccessfully taken arms against him, and most certainly, by a parity of conduct, would have pursued the same steps toward the other, had their respective situations been the same. Little humanity then as the duke had to expect from the affection of the uncle to himself, yet, not to be deterred by the probability of ill-success and the most inglorious fate that would have followed it, he first honestly tried every moderate means of representation, remonstrance and advice: and when these were ineffectual he flew openly to arms to obtain that relief for his country, his mild and weaker efforts had proved incompetent to procure.

His grace, with the lord Churchill, were the first who resorted to the standard of the prince of Orange. This they effected on the 19th of November, at the time king James lay at Salisbury. The early countenance shewn to a weak, and infant cause was repaid by the prince with his most unlimited confidence; so that when James withdrew himself, the first time, from Whitehall, the duke was dispatched from the camp, at Henly, to take possession of Tilbury Fort with his regiment of foot-guards\*. As a proof of the moderation of the duke's principles, and his hope even to the last, that some future alteration of conduct might reconcile the people of England to their former misguided sovereign, when, after the meeting of the convention it came to be debated in the house of peers, "whether, the throne being vacant, it ought to be filled up by a regent or a king?" the duke was one of the forty-nine who voted for a regent. The sense of his countrymen was against him; and too wise, too honourable to dissent from, or oppose the general wish, he hesi-

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\* The command of this regiment is said to have been taken from him just before, by king James, and bestowed on the earl of Liitchfield. It was soon afterwards restored to him by the prince of Orange.

tated not, and, indeed, he appears to have been influenced by the foregoing considerations only, to acknowledge the prince and princess of Orange, king and queen of Great Britain. His example was immediately followed by the duke of Ormond, the duke of Northumberland, and others of scarce less honourable note, whose loyalty to their late sovereign had induced them, till then, to consider the prince in no other light than as the impartial friend to the liberty of England, and the honest disinterested asserter of the freedom of the people, against the violent efforts of tyranny and oppression.

At the coronation of his new sovereigns he carried the orb : and soon afterwards returning to the naval service, after having, more than once, been appointed admiral of a fleet, and having held for several years the honourable commission of vice-admiral of England, we find him in the station of a private captain as once more commander of the Grafton, at the battle off Beachy Head. He distinguished himself during this unfortunate and unequal contest in no less eminent a degree than might well be expected from a man of well-known courage and gallantry. He sailed in the month of September following for Cork \*, still holding the same station and command as before. His active spirit, and thirst of glory ill-brooking a continuance on board his ship, where no opportunity of distinguishing himself appeared probable, he resumed his station in the army, and, according to Lediard, headed the troops which were landed at Passage on the 23d of the same month. A breach being effected by the 28th, and the enemy shewing no disposition to capitulate, four battalions, under brigadier Churchill, were ordered to storm it. The grenadier companies, commanded by lord Colchester, led the van: The duke of Grafton, and several other very gallant naval officers inspired by his example, accompanied them, as volunteers, on this desperate service. The attack was too violent and spirited to leave room for long resistance : the enemy abandoned their works, and beat a parly, though not before the brave and unfortunate duke had

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\* The fleet was under the chief command of the joint-admirals, Haddock, Killegrew and Ashby.

received

received a desperate wound\*, of which he died on the 9th of October following.

As soon as the city of Cork had capitulated the greatest part of the fleet returned, and the duke was left behind with the chief command, a trust he did not, as has been just related, long enjoy, and which, indeed, he was never in a condition to undertake. His corpse was brought to England in the ship he had commanded†, and buried at Euston, in Suffolk. His grace married on the 1st of August 1672, the lady Isabella, only daughter, and, at length, heiress to Henry Bennet, earl of Arlington, viscount Thetford, &c. By this lady he had issue one son only, Charles, earl of Euston, born the 25th of November 1683, who succeeded his father as duke of Grafton.

MITCHELL, Sir David,—was descended from a family of good repute in North Britain; but his ancestors having always been more distinguished for their integrity, than their riches, the father of Sir David was not able to make any better provision for him, than by binding him, at the age of sixteen, apprentice to the master of a trading vessel who lived at Leith. After having diligently served his time, he acted as mate of several merchant ships, chiefly of such as were employed in northern voyages, a service of all others, perhaps, best calculated to form a complete seaman. Such was his diligence and application, that he not only acquired a most perfect knowledge of his profession, but also attained a considerable proficiency in mathematics as well as most other branches of polite literature. These accomplishments, aided by a natural politeness and pleasing address, rendered him both beloved and respected in the high rank he lived to attain.

He was pressed into the king's service during the second Dutch war, at a time when, as has been already related, he was mate of a ship in the Baltic trade. His conduct and abilities soon attracted the notice of his commander, so that, on the 16th of January 1677-8, he was appointed second-lieutenant of the *Defiance*; and, on the 26th of March following, was promoted to be first lieutenant of

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\* With a musket ball.—It broke two of his ribs.

† Gazette, No. 2605.

the Swiftsure. He was afterwards, on the 10th of August 1680, appointed lieutenant of the Newcastle; and, on the 8th of May 1682, of the Tyger. On the first of October 1683\*, he was promoted to the command of the Ruby; and, in the following year, is said to have been captain of the Richmond. We do not find any other mention made of him till after the revolution: indeed, we have much reason to believe he was not employed during the reign of king James, as well from his known aversion to the Catholic religion, as from his having been one of those who first repaired to the prince of Orange, afterwards king William the Third. The high degree of personal favour and attachment ever shewn to him by that sovereign, may reasonably be supposed to have arisen merely from a thorough conviction that captain Mitchell held the same sentiments towards him. Soon after the revolution he was appointed to command the Elizabeth, a third rate of seventy guns. He was present in this ship at the battle off Beachy Head, where, it is almost needless to add, he behaved with the utmost gallantry. Notwithstanding the mutual regard already mentioned as subsisting between king William and himself, he had too much spirit not to speak his real sentiments on all occasions, even in those instances where they might have been thought likely to offend his royal friend and patron. He exhibited a strong proof of this political honesty in his evidence, given in 1690, before the lords commissioners of the admiralty, relative to the late action, in which he openly condemned the conduct of the Dutch†, in the manner he thought it deserved. William himself had too much honour and integrity to discard, or even think worse of the man who delivered his opinion honestly and fairly, however it might operate against the private wishes of the court.

When admiral Russel took the command of the fleet, in 1691, captain Mitchell was appointed to the Britannia,

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\* He is said, in an official paper we have seen, to have taken rank as a commander from the 5th of February 1683, but the name of the ship is not given.

† “The Dutch *did not sail in their line as they should have done*; they began to fire at the distance of cannon shot, but came *afterwards* within half gun-shot of the enemy.”—Mitchell's Evidence before Comm.

not.

not merely as captain of the ship but as first captain under the admiral, a station he continued to hold as long as Russel preserved his. He consequently had the happiness of eminently contributing to the ever memorable defeat of the French fleet off La Hogue.

Of king William's continued friendship we have now farther proof, as he not only appointed him one of the grooms of his bed-chamber, but also promoted him to be rear-admiral of the blue on the 8th of Feb. 1693. High indeed must have been the opinion entertained by the sovereign of his merit, to have induced him to raise so young a captain to that rank; and high also must he have stood in the opinion of his brother officers, who beheld his elevation without envy or complaint, though there were, at that very time, several who had taken rank many years before him, and continued to serve long after this time as private captains. He was immediately appointed to command the Squadron destined to convoy king William to Ireland, a service on which he sailed on the 25th of March, having hoisted his flag on board the *Essex*. He returned to the Downs on the 15th of April; and having shifted his flag into the *Duke* of ninety guns, joined the combined fleet, at that time under the command of the joint admirals, Killegrew, Delaval, and Shovel. The season for naval operations passed over without any action; and in the month of September the rear-admiral sailed with the first and second rates for the river, that they might be laid up for the winter. In the month of October he again commanded the convoy which escorted king William from Holland; and in the month of February following was sent with a Squadron to the westward, to check any attempt that might be made by the enemy before the grand fleet should be ready to put to sea, and the season of the year made it prudent, or rather customary, according to the usage of those times, to send it out.

The fleet began to collect in the month of April, and on the 14th, Mitchell, with the ships under his command, joined sir George Rooke, then laying in the Downs. In the month of May he sailed for Spithead and put himself under the orders of sir C. Shovel, who commanded there with

with a strong squadron. Shovel appears to have entertained the highest opinion of his merit, added to the sincerest friendship, for among his papers is the draught of a letter, recommending rear-admiral Mitchell in the warmest terms to Mr. Blathwayt\*, that he might succeed lieutenant-colonel Davis, who had just before been killed at Namur, as lieutenant-colonel of one of the marine regiments; a station, at that day, not incompatible with, or derogatory to the rank of rear-admiral. Sir Cloudesly's plain honest recommendation is in these words: "He is a person experimentally proved to be a very understanding good man, and was one that came over from Holland, with the king, on his first landing in England†. Sometime early in the year 1694 Mr. Mitchell received the honour of knighthood, and was also advanced to be rear-admiral of the red. He sailed for the Mediterranean soon after with admiral Russel; and when that commander returned to Europe in the following year, he left sir David Mitchell admiral-in-chief of the squadron on that service, till the arrival of sir George Rooke from Europe, who carried him out the appointment of vice-admiral of the blue; on which occasion he removed his flag into the Royal William‡. He returned to Europe with sir George in the month of April following, their force being found totally incompetent to any service in the face of so powerful a fleet as the French possessed at Toulon. Sir George being appointed, on his return, commander-in-chief of the Channel fleet, sir David Mitchell continued to serve under him; and, according to Campbell, an information we are very ready to give credit to, they from this time always lived in terms of the greatest § friendship. In the month

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\* This circumstance is related rather out of place merely because the name of Shovel otherwise occurs. The letter quoted was not written till a twelvemonth after this time, the rear-admiral being then absent in the Mediterranean.

† See page 67. He at that time also held the rank of major in the regiment.

‡ Admiral Rooke soon afterwards detached him with six clean ships of the line and two fireships, in search of five large French ships of war, from seventy to eighty guns, said to be in Lagos Bay. Contrary winds obliged them to return without success.

§ Campbell quaintly adds, whether intentionally or otherwise we know not, "*notwithstanding* he owed his rise and fortunes, in some measure,



month of August he was detached on a cruise to the westward with a small squadron, and returned to Spithead the middle of September; during which service his squadron suffered very severely by a storm.

In the month of January he hoisted his flag on board the *Shrewsbury*, and was left commander-in-chief at Portsmouth of such ships as were kept in commission during the winter. Hostilities growing near a close the operations of both the warring powers grew languid, as it were involuntarily. The summer passed away without much more appearance of war in the European seas\* than what was occasioned by the equipment of the fleet; and the peace at Ryswich completely closed the bloody scene in the month of September following. Sir David was then at sea, and did not return into port till the 26th of October following, having under his protection a fleet of fifteen Dutch East India ships whom he accidentally met with at sea a few days before, rather in a distressed state, having lost most of their anchors and cables at the Cape of Good Hope, and being also very short of provisions.

Although the return of peace deprived admiral Mitchell, for a time, of any farther opportunity of signalising himself in what are generally deemed the first pursuits of a naval commander; he, nevertheless, did not remain inactive. He was dispatched, in the month of January following, with a squadron of ships of war and yachts to Holland, in order to bring from thence Peter, Czar of Muscovy, usually distinguished by the name of Peter the Great, who had made known to king William his intention of visiting England. His general knowledge, his

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measure, to the kindness of admiral Russel;" so that it is obvious Mitchell and Rooke were of, what were then called, opposite parties. The natural inference on Campbell's remark is, that it is wonderful two persons of that description should ever live in friendship, or that a man professing a friendship for another who supported any particular set of political tenets, should ever live on terms of intimacy with any man who did not also support them.

\* The vice-admiral was detached, in the month of April, to cruise at the entrance of the Channel, and in what are usually called soundings; but the French ships being all in port he returned without being able to effect any thing memorable, and joined the main fleet under sir G. Rooke.

agreeable

agreeable manners, and, above all, his communicative temper, rendered him so highly acceptable to the Czar, that, on his arrival in England\*, he requested king William's permission, that sir David might attend him during his visit to this kingdom. William, as it might naturally be supposed, readily consented; and Campbell informs us, "his behaviour towards that *great* and *glorious* prince was such as gave him entire satisfaction, so that he retained a grateful sense of it many years after, when he came into Holland a second time, and expressed it by taking notice of many points in naval discipline † in which he had been instructed by admiral Mitchell." As an additional compliment to the Czar, sir David was appointed to command the squadron which convoyed him back to Holland, when on his return to his own dominions: and the Czar, in proof of the esteem he entertained for his tutor and companion, offered him the highest appointments in his kingdom if he would have accompanied him thither. Sir David shewed not the smallest inclination to accept so brilliant an offer; but, nevertheless, Peter's compliment was equally respectable.

\* On the 11th of January 1697-8.

† A curious and rather ludicrous anecdote, highly characteristic of the Czar's manners, and general mode of acting as well as thinking, is given by Campbell in his Memoirs of sir David Mitchell; though not strictly applicable to his life, we shall venture to follow so good a precedent, and give it the reader.

"In his passage from Holland his Czarish majesty asked admiral Mitchell, who gave satisfactory answers to all his maritime questions, the manner in use, in the British navy, of correcting sailors who deserved punishment; when the admiral mentioned keelhawling, among many others. That prince desired it might be explained to him, not by words but by experiment; which the admiral excused, as not then having an offender who deserved it. The Czar replied, "*take one of my men.*" But sir David informed him, that all on board his ship were under the protection of the laws of England, and he was accountable for every man there according to those laws; upon which that monarch persisted no farther in his request."

"The king (William) directed admiral Mitchell to wait on the Czar to Portsmouth, and put the fleet out to sea, which lay at Spithead, on purpose to entertain him with a mock engagement, which he had seen also in Holland, but not so much to his satisfaction; it affording his majesty so great pleasure, that he declared he thought an English admiral a much happier man than a Czar of Muscovy."

On

On the 2d of June 1699, sir David was appointed one of the commissioners for executing the office of lord high admiral; a station he continued to hold till the earl of Pembroke, who had been made first commissioner on the 4th of April 1701, was solely invested with that high dignity. On the death of sir Fleetwood Shepherd he was appointed gentleman-usher of the black rod\*; and, after the accession of queen Anne, and the appointment of prince George of Denmark to the office of lord high admiral, sir David was, on the 20th of May 1702, appointed one of his council, an office differing only in name from a commissioner of the admiralty. During his continuance in office all negotiations with the Dutch, relative to their quota, as well as every other naval arrangement with them, appear to have been confided principally to his management; for which purpose he made repeated voyages to Holland. He never went to sea as a naval commander after convoying the Czar, so that he never attained an higher rank than that of vice-admiral. He continued one of prince George's council till the 19th of April 1708, when his place was supplied by the earl of Wemys. Although he never afterwards held any new appointment, he was, on a change of ministry, which took place some time afterwards, charged with a commission of much national importance, and sent to Holland to expostulate with the states-general relative to the deficiency of their quotas, which had long been much complained of, and to take proper measures to prevent any farther repetition of it during the continuance of the war. This trust he executed in a manner highly honourable to himself, and advantageous to the country. Thus, as he had ever lived with the character of a man of the strongest abilities and most unshaken integrity, so did this, the last public action of his life, confirm, and, if possible, encrease the public estimation.

He died at his seat, called Pope's, in Hertfordshire, on the 1st of June 1710, which was soon after his return to England, having executed the commission above-related. He was buried in the parish church of Hatfield in the same

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\* An office rather singular to be held by a naval officer.

county,

county, leaving behind him as fair and honourable a character as any man could possibly acquire. The post of gentleman-usher of the black rod he retained till the time of his death, and was succeeded by William Oldis, esq.

STANLEY, Edward.—The numerous branches into which the original stock and family of Stanley has been divided, and the number of its descendants who have at the same time borne the same Christian name, has rendered it impossible for us to state, with any degree of precision, that particular one from which this gentleman was descended: had we not premised this, it might probably have been thought an omission to have passed him over in the same silence we have been compelled to use towards the brave descendants of families who have been of less general public note, or have been more careless of preserving, and transmitting to us the records of their ancestry.

We suppose him to have been the son of Edward Stanley, in the county of Cumberland, esquire, one of the loyal persons, selected by Charles the Second on his restoration, to be honoured with the new order of knighthood\*. He was appointed lieutenant of the Kingsfisher early in the year 1680. On the 10th of August, in the same year, he was removed, by admiral Herbert, then commander-in-chief in the Mediterranean, to the same station on board the Adventure. On the 2d of March 1683†, he  
was

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\* “Knights of the Royal Oak. This order was intended, by king Charles the Second, as a reward to several of his followers. The knights were to have worn a silver medal with a device of the king in the oak, pendant to a ribbon about their necks; but it was thought proper to lay it aside lest it might create heats and animosities, and open those wounds afresh, which, at that time, it was thought prudent should be healed.”

Wotton's Baronetage, vol. v. p. 363.

† A curious circumstance and difficulty occurs in the life of this gentleman. We cannot find any other officer, of the name of Stanley, to have been in the service at this time; and we are as certain as we can be of any event that depends on written evidence of so remote a date, first, that he never commanded the *Mary Rose*; and, secondly, that he was not appointed a commander at all till the year 1683: yet, in the Gazette, No. 1678, for the 19th of December 1681, the following account is published, dated Gibraltar, November the 30th.

“The

was advanced to the command of the Bonetta sloop. On the 6th of March 1686-7, he was again appointed a lieutenant, and was commissioned to the Foresight. On the 8th of August 1688, he was promoted to the command of the same vessel. He continued in the service after the revolution, and is said to have commanded one or two capital ships before he was appointed to the Victory, a first rate; in which station he died on the 19th of March 1692.

## 1684.

WILD, or WYLD, Baron,—was appointed lieutenant of the Oxford on the 2d of June 1683. On the 23d of February 1684, he was promoted to be captain of the Drake, by lord Dartmouth, who was, at that time, commander-in-chief at Tangier. He does not appear to have received any other commission till the 25th of September 1688, when he was appointed to the Merlin yacht. We find him, in the month of July 1693, commanding the Isabella yacht. A strange and almost irreconcilable contradiction takes place in the different lists of naval officers, as to the time from whence captain Wild took post. The date we have just given is taken from a list which we have in no instance, except the present, found contradicted; and its testimony is confirmed by an official list of naval officers presented to the house of commons, according to order, by sir Robert Rich, on the 2d of Fe-

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"The 14th instant the Moors, that are kept on board the Mary Rose frigate commanded by captain Stanley in this port, rose with intention to have murdered the English, and to have made themselves masters of the ship. They had already seized one of the centinels between decks, and were about falling upon another, when the English, who were at supper, took the alarm; and having armed themselves as well as they could on a sudden, fought the Moors, killed and wounded several, and suppressed the rest. Of the English five were wounded, and captain Stanley received a small wound in the head and another in his hand."

bruary 1698-9. In this, captain Wild ranks, as has been already stated, from the 23d of February 1683-4. In other lists he is said to have taken rank only from the 24th of Dec. 1694, when he was appointed to command the *Winchelsea*. This information appears to be confirmed by capt. Edwards, who is admitted on all hands to have ranked, as post-captain only, from the 10th of March 1689-90, being the commanding officer of a squadron in 1707, and under whose orders captain Wild then served as a private captain. It has been necessary to make this short digression, lest opposite authorities should be adduced against us as a proof of error\*.

In 1695 captain Wild commanded the *Northumberland* of seventy guns, one of the ships, under sir Cloudesly Shovel, employed in the blockade of Dunkirk and bombardment of Calais. In the year 1703 he was tried by a court-martial held at Portsmouth. The particulars of the charge we have not been able to investigate: he was, however, honourably acquitted. After this time we meet with nothing relative to him till the year 1704, when we find him captain of the *Firme* of seventy guns, the leading ship on the star-board tack of rear-admiral Byng's division, at the battle of Malaga, which took place during this year. He acquired the greatest honour, his ship having sustained greater loss† than any one of that division except the *Somerfet*‡, who carried a more numerous crew, and might therefore be reasonably expected to have a greater number killed and wounded.

\* We conceive the only way of reconciling these contradictions to be thus. We have already stated that, previous to the revolution, no distinction was made between those who are now called masters and commanders, and others who at this day rank as post captains. When the regulation now observed was established, such officers as had been appointed commanders of ships mounting twenty guns and upwards, after that event, took precedence in the service before those who had only been appointed captains of yachts and small ships, or sloops of war, previous to it; and the date of the first commission, as captain, might be retained in the books of the admiralty, though it did not, in actual service, confer a priority of command.

† The *Firme* had twenty-five men killed and forty-eight wounded.

‡ The *Somerfet* had thirty one men killed and sixty-two wounded.

From

From this time we are again unacquainted with the service in which captain Wild was engaged till the year 1707, when we find him commanding the Hampton Court of seventy guns. In this ship he was sent commodore \* of the convoy to the Portugal and West India fleet. He had the misfortune to fall in with the Dunkirk squadron, commanded by Mons. Forbin, who immediately attacked him; and, after a very obstinate dispute in which the steady valour of the English was obliged to yield to the superior numbers of the French, succeeded in capturing two of the English ships of war, and several of the merchant vessels. The following is the account published by government of this transaction; and, except in some few particulars which are pointed out, is admitted to be very accurate.

“Dungeness, May 2, 1707. Her majesty's ships, the Royal Oak, the Grafton, and Hampton Court, with about forty coasters under their convoy, being about six leagues to the westward off Beachy, fell in with a French squadron of nine men of war of the line, from fifty to sixty guns each, and many privateers from twenty to thirty guns, all of them completely manned. The Grafton was boarded by three men of war of fifty-six guns, who carried her after a warm dispute of half an hour. The Hampton Court was attacked by one of the men of war, and afterwards boarded by two others; from which, with great difficulty, she disengaged herself; but, as she was bearing away, fell in with two fresh ships which shot away her main-mast and fore-top-mast. The Royal Oak, captain Baron Wild commander, came up to her assistance, but finding her ensign struck, made the best of her way to save himself, having eleven feet water in the hold, and being very much shattered. In the engagement he had received several shots under water from two French men of war, of fifty and fifty-six guns, that were on board him above half-a-quarter of an hour; but he plied them so warmly

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\* So he is called by all naval historians:—yet, if he ranked as a commander only from the 24th of December 1694, he was junior to both captain Clements and captain Aston, who are said to have been under his orders. This is certainly as strong a reason for discrediting the latter date, as his afterwards acting *under* captain Edwards is for rejecting the former.

that they were forced to sheer off, not without being much disabled. He is since come in hither, and, by assistance from shore, is out of all farther danger. We do not yet know the number of the *corsairs* \* that are fallen into the enemy's hands, there being good accounts of several since the engagement that were supposed to have been taken."

This misfortune necessarily caused no inconsiderable murmur. The board of admiralty was far from being popular; and so heavy a loss gratified the most violent of its enemies, by furnishing fresh materials for clamour and discontent †. It was impossible for malice, stretched to its utmost limits, to affix the shadow of blame on either of the commanders. Two of them ‡ had most gallantly sustained, at the expence of their lives, the honour of the commission they bore. Commodore Wild had equally distinguished himself, and with better fortune. The whole weight of the charge fell on the lord high admiral's council; and fell the more grievously on them, because they were unable to shift off even a part of it by charging it to any other misconduct than their own, in not providing an escort sufficient to contend with Forbin's squadron §;

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\* "But while the men of war were thus engaged, the lightest of the enemy's frigates and their privateers took one-and-twenty of the merchant ships."—Campbell, vol. 3. p. 186.

† This affair made a very great noise, the merchants affirming that there was time enough for the admiralty to have acquainted commodore Wild that the Dunkirk squadron was at sea, which, in all probability, might have enabled him to have escaped this misfortune.

‡ Captains, Acton and Clements.

§ "The prince of Denmark's council was very unhappy in the whole conduct of cruisers and convoys. The merchants made heavy complaints, and not without reason. Convoys were sometimes denied them; and when they were granted they were often delayed beyond the time limited for the merchants to get their ships in readiness; and the sailing orders were sometimes sent them so unhappily (but, as many said, so treacherously) that a French squadron was then laying in their way to intercept them. This was liable to very severe reflections; for many of the convoys, as well as the merchant-ships, were taken."—Tindal's Continuation.

The account given by Campbell and others makes the convoy to have consisted of 55 large ships bound for Portugal and the West Indies. Campbell informs us, that commodore Wild formed a line to receive Forbin, into which he drew five of his stoutest merchant ships, that by their assistance he might continue the contest longer, so as to give time for the remainder to escape. He also adds that the action continued two hours and an half before the Gratton, commanded by captain Acton, was taken.



the strength of which they were well acquainted with, and knew also to be at sea. The damages the Royal Oak had sustained in this action were hardly repaired when captain Wild was, as we have already had occasion to observe, sent, under captain Edwards, with the Cumberland, Devonshire, Chester and Ruby, to escort a very numerous and valuable fleet of merchant-ships bound to Lisbon. The very day after they had left port they fell in with the united squadrons of Forbin and M. du Guai Trouin, consisting of twelve, or, according to some historians, of fourteen ships of the line. The contest was spirited, long and obstinate, but ended at last in the capture and destruction of all the ships of war, the Royal Oak excepted. The conduct of capt. Wild was afterwards investigated by a court-martial, held in the month of October 1708, which sentenced him to be dismissed the service.

This decision has been much censured by some, and very invidiously represented. Commodore Edwards, say they, whose ship was taken, was *honourably* acquitted, and declared to have done his duty in every respect, both as a captain and as commodore. But Wild, who had defended his ship successfully, and preserved it for the future service of his country, was ignominiously dismissed, and declared incapable of being ever again employed. These sarcastic observations appear to have been very illiberal, ill-founded and unjust. We have already born testimony to captain Wilde's gallantry in the former action\*, and should, from that partiality which involuntarily adheres to such conduct, be inclined to think as favourably of him as justice and truth would permit. But the two latter considerations certainly forbid us to raise his name unmeritedly on the ruin of captain Edwards, or to impeach the honour and judgment of that species of court which few have ever dared to condemn, and which, most probably, still fewer have ever had any just reason to arraign. It appears, from a letter written on board the Royal Oak, at Kinsale, on the 12th of October, which we

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\* "All the French relations do us the justice to own, that our captains behaved extremely well, and that their victory cost them very dear."——Campbell, vol. 3. p. 169.

have inserted in corroboration of our opinion \*, that captain Wild certainly broke the line, which was the heaviest part of the charge made against him, and pushed through the French Squadron to save himself, before either the commodore or any of his companions had surrendered. At the same time we feel ourselves bound to support the judgement of the court-martial which tried him, we are happy in being able to confess ourselves perfectly convinced, that this conduct did not proceed from any

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\* Extract of a letter from on board the Royal Oak, dated Kinsale, October the 12th, 1707.

" On the 10th instant, off the Deadman, commodore Edwards, in the Cumberland, with the Devonshire, Chester, Ruby and Royal Oak, discovered fourteen French ships, five between sixty and seventy guns, five of fifty, and four of forty guns. The commodore made a signal for a line a breast standing under top sails, the enemy bearing down upon us at twelve at noon; the commodore of the French, after having passed the Chester, and received her broadside without returning so much as a musket, made directly to the commodore. As soon as they were a breast they both began to fire, as did several other of the enemy's ships, and engaged the Chester and Ruby; at the same time a ship of seventy guns came along our star-board quarter endeavouring to board us. We began to fire; but finding the enemy would not come along-side, gave our ship a yaw to the star-board, upon which his bolt-sprit carried away our ensign-staff and lanthorn. As he passed under our stern he fired a broadside into us; but, as he shot along our lar-board quarter, we returned it with double and round. In firing along our larboard we saw he had a design to board us upon the bow, another ship of sixty guns coming up to sustain him. We clapt our helm hard to star-board, and came so near that our bolt-sprit took his quarter and carried it away with our head, which brought him to. As he came up along by our star-board side we gave him again our broadside with double and round. He immediately took fire, but it was extinguished in five minutes; and after the smoak was over we saw him on the career. In less than an hour's time we saw our commodore's fore-mast, mizen mast and bolt-sprit, shot away, and a cluster of five or six ships on board each other without firing on either side. *Hereupon our captain, after a consultation with his officers, thought fit to endeavour at javing the ship. The Devonshire at the same time bore down upon us, and was soon after followed by seven sail of the enemy; upon which we made all the sail we could. The Devonshire made sail with her lar-board tacks, and we quartering with our star-board tacks, all the seven sail made after the Devonshire, by reason, as is supposed, of the convoy a-head. As long as we could see their hulls the Devonshire maintained the fight. We had in this engagement twelve men killed, twenty-seven dangerously wounded, and the ship very much damaged.*"

back..

backwardness, or want of personal bravery, but merely from an error in judgment, which led him to prefer the preservation of his own ship to falling honourably with the rest of his companions.

The subsequent treatment of him well warrants this defence of his conduct. Even the sovereign appears to have thought him only unfortunate, and not criminal, for he was afterwards employed, and allowed to rank from the 7th of October 1707, three days before the action took place. Even this partial remission of that sentence, which the honour of the court-martial had thought sufficiently warranted by the breach of duty, was afterwards deemed too small a recompence for a man, who had on other occasions behaved so gallantly; a temporary censure was thought a sufficient punishment, inasmuch as though he had erred he was supposed by all to have done it unintentionally. In the year 1724 he was restored to the rank he had originally held; in consequence of which he became a rear-admiral. England being at peace with all the world, he continued on half-pay till the time of his death; an event which took place on the 25th of September 1733.

## 1685.

CROFTS, John,—was appointed third lieutenant of the Royal Catherine in 1672; in 1673 he was promoted to be second lieutenant of the Dunkirk, and in 1677 to be first lieutenant of the Kingsfisher. On the 10th of June 1684, he was appointed to the same station on board the Sweepstakes; and on the 23d of March 1684-5, was promoted to the command of the Deptford ketch. We hear no more of him till after the revolution, when we find him commanding the Berkeley Castle, and employed to convoy a small fleet of merchant-ships to the Westward. On the 25th of April 1689, he was appointed commander of the St. Paul fireship, and in a short time afterwards was promoted to the command of the Charles galley.

galley. In the month of September 1690, this ship was one of the Squadron left at Cork, under the duke of Grafton, to co-operate with the land-forces commanded by the earl of Marlborough. The duke being mortally wounded, and dying on the 9th of October, the chief command devolved upon captain Crofts, as the senior officer. After the surrender of Cork the Squadron assisted at the siege of Kinsale; which being also reduced, captain Crofts, with the ships, returned to England, and arrived safe in the Downs on the 27th of October. We find no mention made of him after this time.

ROBINSON, Robert, — was appointed lieutenant of the *Lyon* on the 12th of April 1678. On the 26th of September 1679, he was removed to the same station on board the *Richmond*. On the 17th of December 1683, he was made second lieutenant of the *Grafton*, by commission from lord Dartmouth. On the 14th of July 1685, he was promoted to be captain of the *Kingsfisher* ketch. He continued to command this vessel till the 26th of September 1688, when he was appointed captain of the *Crown*. He continued in the service during the whole of king William's reign, and commanded several capital ships, in particular the *Monmouth*, one of the unfortunate convoy to the *Smyrna* fleet in the year 1693. Immediately after his return he was promoted to the *Suffolk* of seventy guns, a command he held till the year 1695, when he was appointed captain of the *Lancaster* of eighty guns. After the peace of *Ryswic* he appears in a great measure to have retired from the line of active service. He had a pension of 219l. per ann. settled upon him on the 13th of May 1702. In 1704 he was appointed a captain in *Greenwich* hospital; of which place he was afterwards made lieutenant-governor, an office he continued to hold till his death; an event which took place on the 18th of March 1717-18.

SPRAGGE, Thomas, — is, from many concurring circumstances, supposed to have been the son of the well-known sir Edward Spragge\*; but we are not sufficiently warranted in asserting this as a positive fact. He was appointed lieutenant of the *Centurion* on the 22d of Ja-

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\* See Vol. I. p. 64.

bruary 1677-8; of the Dartmouth on the 8th of April 1682; and of the Swan Prize on the 17th of September 1683. On the 3d of April 1685, he was promoted, by king James, to the command of the Drake. It is probable he died soon afterwards; or that, when the revolution took place, he retired from the service, as we find no farther mention made of him.

TAYLOR, John,—is known only as having been appointed commander of the Griffin in the year 1685.

## 1686.

BERKELEY, John, Lord Berkeley of Stratton,—was the second son of sir J. Berkeley\*, the constant and loyal adherent of Charles the First, and no less faithful follower of Charles the Second when in exile. His family was of the greatest antiquity, being a branch from the ancient barons of Berkeley, of Berkeley castle, who were descended from Robert Fitzharding, a personage of considerable note at the time of the conquest. The loyalty and attachment of the father to the cause of his sovereign, and the service of his country, appears to have descended, without the smallest diminution, to his sons. Charles, the eldest, having entered into the sea-service, fell an unfortunate victim to the small pox†, as we have already related. On his decease the title descended to his younger brother, John, of whom we are about to speak. He was appointed first lieutenant of the Bristol on the 14th of April 1685, and promoted to the command of the Charles galley on the 9th of July 1686. He sailed soon afterwards to the Mediterranean, where he continued till the month of May 1688. Soon after his return from thence

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\* And Christian, daughter of sir Andrew Piccard, president of the East India company. † he was the widow of Henry, lord Kensington, son of Henry, earl of Holland.

† See page 87.

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he was appointed \* captain of the *Montague*. On the 27th of November 1688, he received a commission from lord Dartmouth, at that time admiral of the fleet, to command the *Edgar*.

Though he had never shewn any, even the smallest symptoms of disloyalty or disaffection to king James, while he continued his legal sovereign; yet so high was the opinion entertained of his integrity and true zeal for his country's real welfare, that at that time of general distrust and confusion, which immediately preceded the settlement of government, after the landing of the prince of Orange, he was, on the 14th of December, appointed to act as rear-admiral of the fleet then under the command of the lord Dartmouth. This trust he faithfully executed, and without ever incurring censure, even from the most violent partizans of the exiled fugitive James. His rank, his character, and the general estimation in which he was held, would have been recommendations too powerful to be disregarded by William, had the hopes of his rising abilities and forward gallantry been less sanguine than they really were.

He was consequently appointed rear-admiral of the red, and served in that rank on board the fleet fitted out, during the ensuing summer, to oppose the mighty armament of Louis the Fourteenth. When the heavier ships were brought into port for the winter, lord Berkeley was detached, by the earl of Torrington, in the month of October, with a strong squadron to the westward, to cruise at the entrance of the Channel. He continued on this service and station, occasionally putting into Plymouth to recruit his water and provisions, till the middle of January, when he returned to Spithead. He does not appear to have held any command after this time till the year 1692-3, when he was, on the 8th of February, promoted to be vice-admiral of the blue, and very shortly after, to be vice-admiral of the red. He hoisted his flag, first on board the *Neptune* of ninety guns; and afterwards on board the *Victory*, a first rate; when on the death of sir John Ashby, on the 12th of July 1693, he was promoted to succeed

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\* On the 30th of August 1688.

him as admiral of the blue. He served in that capacity during the remainder of the year 1693, under the joint-admirals Killegrew, Delaval and Shovel. We have already had too many occasions to lament that little is to be recorded of this year's naval history but misfortune. In the general censure induced by it lord Berkeley had, indeed, the happiness not to be involved; but at the same time his active spirit had no opportunity of expanding itself to the advantage and service of his country.

In the ensuing year the first projected operation of the fleet, which was under the command of Ruffel, was the attack on Brest; an attempt rashly undertaken, and, as might naturally have been foreseen, unfortunate. The execution of it was committed to lord Berkeley\*, with a very strong division. But the force of the enemy, the strength of their fortifications, and the treachery of some persons at home, rendered abortive the utmost efforts of gallantry on the part of the English; and, by giving the French timely notice at what point the meditated blow was to be struck, afforded them every opportunity of providing for their defence. No part, however, of that general discontent which ill-success, particularly in an expedition of such magnitude never fails to excite, fell on lord Berkeley. The voice of the populace, which sometimes affects an inability of distinguishing between criminality and misfortune, on this occasion became compassionate, and divided its sorrows between the fate of the brave general, who fell a victim to the contest, and the disappointment of the no less gallant admiral who saw, but could not prevent it.

The

\* Who had hoisted his flag on board the Queen.

† The following account of this transaction was published by authority.

“ On the 6th instant the lord Berkeley, admiral of the blue, with the squadron under his command, consisting of twenty-nine ships of the line, English and Dutch, besides frigates and bomb-ketches, made Ushant island; and on the 7th stood into Camaret Bay: the enemy (who had alarmed the country by firing many guns and making great fires all night, played their bombs at us from five several batteries round the bay, where we anchored, but most of them fell short; and those that fell among the ships did not take place. On the 8th we had a very thick fog: when it cleared up the enemy began to play their bombs

The fleet returned into port immediately after this misfortune ; but as soon as ever the stock of ammunition and provisions was recruited, sailed on an expedition similar to the former, against Dieppe\* and Havre de Grace. Very considerable mischief was done to the enemy, who took all possible pains to represent their loss as trivial, insignificant, and by no means equal to the expence incurred by the English in making the attack †.

Lord

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bombs again, but did us no damage. About seven in the morning, according to the resolution that had been taken at a council of war, the signal was made for the soldiers to go into the boats and small vessels; and at the same time the marquis of Carmarthen was ordered, with seven men of war, to the bottom of Camaret Bay, to batter a fort and two batteries on the west side of it, and to cover our landing. About noon lieutenant general Talmash went towards the shore with the soldiers, and landed himself, with three or four hundred men, amidst a continued fire which the enemy made, with great and small shot, from their batteries and intrenchments, behind which were drawn up bodies of horse and foot to sustain them. General Talmash having observed the number of the enemy, and the many works they had cast up for their security, ordered the men back to their boats, and to return on board their several ships. On this occasion he received a shot in the thigh. In the mean time the seven men of war before-mentioned made a very warm fire upon the enemy, who returned the same, and this continued for above three hours; when the soldiers being re-embarked again, the men of war stood off to re-join the rest of the squadron, except a Dutch frigate of thirty guns, called the *Wesep*, which was sunk and the captain killed. We cannot yet give an exact account of the number of men we have lost in the action, but it is thought it may amount in the whole to about three hundred, killed and wounded."

\* "Whitehall, July 15. This evening arrived an express from lord Berkeley, with letters dated the 13th instant, in Dieppe Bay, giving an account that the day before, and the night following, they fired above eleven hundred bombs and carcasses into the town with very good effect, setting it on fire in several places, which burnt very violently, and still continued when this express came away. It was believed that half the town was then burnt and beat down, and that by the next morning the rest would be likewise in ashes. Several troops of horse were seen on the hills on each side the town. The enemy fired on the 12th at least fifteen hundred shot and shells, most of which went over the bomb-vessels, so that there were not above four or five men killed and wounded. A shell fell into one of the bomb-ketches and burst upon the deck; but the men had time to leap over-board and were all saved. The vessel did not receive much damage."

† The success of this attack, as well as all those of a similar nature made during this war upon the coast of France, have been variously represented



Lord Berkeley returned to Portsmouth on the 26th of July, and the fleet having refitted the inconsiderable damage it had sustained

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presented by different historians, who have omitted to produce their authorities for differing from those relations published at the time under the sanction of government. These accounts having, we believe, never been reprinted, as they are now become exceeding scarce we have thought it necessary to subjoin them to the lives of the different commanders-in-chief of these several expeditions, adding to their respective lives a separate account of the merits of those officers who more particularly distinguished themselves at those times.

“ From on board their majesties ship the *Queen*, in Havre de Grace Road, July 17.

“ The bombs we fired at Dieppe had all the effect that could be expected. The fire continued the 13th with great violence; the night following two magazines blew up, in one of which there could not be less than four or five hundred barrels of powder, as we judged by the report: we believe likewise that several ships were burnt and blown up, we hearing some guns go off first, and presently after, several blows. One of these ships was, probably, a privateer, which was chased in on the 12th: on the 14th we sailed from Dieppe, at which time the whole town lay in ashes, there being hardly a house left standing. On the 15th, in the afternoon, we came before Havre de Grace. Lord Berkeley sent in several boats to sound all about the harbour; and the earl of Macclesfield, who commands the land forces, ordered one of the engineers to go with them to observe the place. Soon after, the fleet anchored as near the town as they conveniently could. The bomb-vessels being placed in their stations with several small frigates, a great many boats were manned with soldiers and seamen and stationed near them, for their security against any attempt of the enemy in the night. We began to play our bombs yesterday, about four in the afternoon, and by eight at night they set Havre de Grace on fire in several places. The enemy all this time fired a great many shot and bombs from the shore, most of which went over us: one shell unfortunately falling in the *Granada* bomb-ketch blew it up, but the men were all saved except thirteen. Captain Willshire, the commander, was very much hurt; and captain Silver had his leg broke. Besides this accident we had one man killed, which was by a cannon shot, and two or three wounded. The earl of Macclesfield and lord Berkeley went in their pinnaces to visit the bomb vessels and to encourage the men, and were on board one of them, called the *Firedrake*, when the *Granada* blew up near her. This morning, it blowing very fresh, we ceased firing; but intend to begin again as soon as the weather is better. We reckon that half of the town is already destroyed, with several of the ships in the harbour, at the entrance whereof the enemy sunk two, to hinder our going in, and some ships sunk themselves to prevent being burnt.”

“ Whitehall,

sustained in the late encounters, failed for the Downs meditating farther mischief. Lord Berkeley himself repaired to London to concert, and agree on such measures as should appear, on consultation, most likely to injure, and distress the enemy. Dunkirk was first mentioned, but was soon afterwards postponed in compliance with the opinions of the engineers and pilots, that the season was too far advanced. An attempt on Calais was next proposed; and lord Berkeley repaired to the fleet about the middle of August to carry it into execution. He failed on the 19th; but the wind being contrary, and encreasing almost to a tempest, he was obliged to return into the Downs the same evening. At a subsequent council of war, in which the pilots who were to conduct the ships in, and the engineers who were to direct the attack, were consulted, it was agreed to be impracticable at that advanced season of the year: so that the admiral seeing no prospect of any farther enterprize during the remainder of that season, repaired to London on the 27th of the

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“ Whitehall, July the 28th. Since the letters from lord Berkeley, dated the 17th, from Havre de Grace, the following account has been received.

“ It blew very hard all that day and the night following. The 18th, towards evening, the weather was calmer, and the bomb-vessels warped in as near as they could to the town, being covered by a great many boats manned with seamen and soldiers: the enemy fired all the while from their batteries on the shore, but without doing us any damage. The night was spent in throwing in about two hundred and fifty bombs; and they had fired more but that the wind grew very high, which obliged them to stand off again in the morning. In the night they saw several fires in the town; and one particularly, which, by the great blaze and the time it lasted, they believed to be a magazine of naval stores. The enemy sunk six ships at the mouth of the harbour. Above one half of the town was destroyed, and the rest much shattered by the bombs. On the 21st lord Berkeley sailed from Havre de Grace towards La Hogue and Cherbourg, alarming the enemy all along their coast. They fired a great many guns, and made fires on the shore, to give notice of the fleets approach. Lord Berkeley being informed a French frigate and four or five merchant ships lay at La Hogue, he detached two or three light frigates and a fireship to destroy them; but before they could arrive, the French ships had got away to the westward. On the 25th, in the evening, lord Berkeley came to an anchor at St. Helen's.”

same

same month, resigning the command to sir Cloudesly Shovell\*.

Lord Berkeley, in 1695, hoisted his flag on board the *Shrewsbury*, at Portsmouth, on the 12th of June. The Dutch ships, under lieutenant-admiral Allemonde, together with the bomb-ketches and small vessels, joined him at Spithead on the 16th; and on the 29th the whole fleet stood over to the coast of France to renew the depredations of the former year. St. Maloe's and Granville being the first objects of his fury†, he arrived before them on the

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\* Who received positive orders, in the month of September, to make the attempt on Dunkirk; an attempt which failed solely through the misconduct of the pilots, and without the smallest reproach to the brave commander who was sent on so fruitless an undertaking.

† "On Thursday, the 4th instant, lord Berkeley, with the fleet under his command, came to an anchor before St. Malo; and it being resolved immediately to bombard the fort on the Quince Rock to the westward, and the battery the enemy had raised to the eastward on Point Danbour, between which is the channel to the town, colonel Richards was ordered to send the three English and two Dutch bomb-vessels to the Quince, and the other four Dutch vessels to the Point Danbour, which accordingly was done, with good success, against the Quince, they firing several bombs into it.

"Friday the 5th, every thing being ready to attack the town, lord Berkeley, at four in the morning, made the signal; upon which captain Benbow, with the English and Dutch frigates appointed to guard the bomb-vessels from the attempts of the French galleys and boats, stood into the channel leading to the town, and came to an anchor within the Halflides Rock, which is about a mile and half from the town; at the same time colonel Richards, with nine English bombs, anchored between captain Benbow and the town, and by six o'clock began to bombard. All this while the enemy fired very warmly from the shore; and, considering the batteries on the Gr at and Little Bay, Isle Danbour, Fort Vauban, Fort Royal, Quince, &c. lay all round us, the damage we received in going in, was inconsiderable. Their galleys and boats were most troublesome to us, in taking the opportunity of the tides, and rowing so near as to gall the line of bomb ships. About eight o'clock a fire broke out to the eastward of the town, which smoked in several places. Lord Berkeley, admiral Allemonde and sir Cloudesly Shovel, came in their boats to encourage our men, and were very well pleased with the disposition of our bombardment. One English and one Dutch fireship attacked the Quince Rock, and lay so well to that they set fire to the wooden fort at the top of it; which continued about two hours, and diverted them for that time. About four in the afternoon another great fire broke out to the westward of the town; and we could easily perceive the

the 4th of July; and having completely executed his commission in the manner described below, returned to Spithead on the 12th.

On the 18th he sailed for the Downs, being directed to a second attempt against Dunkirk. Contrary winds and unfavourable weather prevented its being made till the beginning of August, when the same ill success befel it that had attended the former\*. This failure has been already

the town extremely shattered. We continued bombarding till seven o'clock at night; when, having shot away all the bombs and carcasses which we had brought from our store-ships, amounting to nine hundred and odd, captain Benbow, who commanded the frigates and brigantines, &c. got under sail, and about nine at night we all came to an anchor near the rest of the fleet. One of our bomb-vessels, called the Dreadful, commanded by captain Carleton, was so shattered by the enemy's shot, that we were forced to set her on fire. The Carcass and Thunder bomb-vessels received some damage, the first by a bomb which fell into her just by her fore mortar, and tore up that part of the deck; and the other having her top-mast shot away, and receiving several shot in her hull. The frigates had their share too, especially the Charles galley. The whole number of men killed and wounded are about sixty, which is thought a small loss considering the great firing of guns and mortars, which we sustained for about twenty-four hours.

"Saturday the 6th, colonel Richards was ordered to Granville with five English and three Dutch bomb-ships, and several frigates, under the command of captain Benbow, to bombard it, being a place of great trade, and as large as St. Maloe.

"Monday the 8th, between eight and nine o'clock in the morning we anchored before Granville; which, in an hour's time, we set on fire. We continued our bombardment till six o'clock at night, and then left it all in flames. The enemy fired upon us from three pieces of cannon and two mortars, but without doing us any harm. On the 9th we rejoined lord Berkeley, and on the 10th his lordship sailed from Guernsey road along the French coast, where the alarm and consternation is every where very great, since they find their batteries, galleys and guard-boats, with the other preparations they had made with so much trouble and expence at St. Maloes, and by which they thought it sufficiently secured against any such attempt, have not been able to prevent the destruction of a great part of the town, and the rest from being very much shattered."—Gazette, No. 3096.

\* "An express arrived at Whitehall on the 4th of August, from lord Berkeley, and brought an account that he had been, with the fleet under his command, before Dunkirk. On the 1st instant he sent in the bomb-ketches, with some fire-ships and machine-vessels, with several light frigates and brigantines, to protect them against the enemies half-

already very fully accounted for, and explained in the life of sir Cloudesley Shovel. But amidst the long crimination and recrimination which took place in consequence of it, not the smallest imputation of neglect, or misconduct, was ever attached to lord Berkeley, or indeed any of the naval officers who were present at it. Foiled at Dunkirk, the vengeance of the English was next directed to Calais\*, where the mischief done to the enemy was much greater, and that sustained by the English and Dutch much lighter, than in the former attempt. The season being thought too far advanced to warrant an attack on any other of the enemy's ports, the fleet returned into the

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half-gallies and other armed boats, of which they had a great many. The bomb-vessels continued firing from nine in the morning till five in the evening: and several of their bombs fell on the risbank, and on the pier-heads, which did considerable damage. Three of their galleys were sunk; but the enemy having secured the risbank and wooden forts with piles, booms, chains, and floating pontoons mounted with cannon, the machine-vessels could not come near enough to have any effect; whereupon the signal was made for the frigates and bomb-vessels to come off, as they did, having behaved themselves extraordinary well throughout this action. The combined squadron received very little damage except in the loss of a Dutch frigate, which, in turning out, ran aground and was fired by the enemy; the men having first left her."——Gazette, No. 8108.

\* "On the 16th of August lord Berkeley, with the fleet under his command, came to an anchor before Calais; but it proved too calm for the bomb-vessels to stand in, that evening. On the 17th, about eleven in the morning, colonel Richards anchored, with the said bomb-vessels, in three fathom water, and began to bombard the town, which by one o'clock was on fire in several places. About this time the enemies half-gallies, and other armed vessels, to the number of twenty came out, and stood close under their own shore, to the eastward, thinking to annoy our line of bomb ships; but lord Berkeley sending in the brigantines, and several small vessels, they put the enemy into such confusion that they got back, with much difficulty, to the pier heads. About two o'clock one of our bombs set fire to their magazine on the risbank, which occasioned a great disorder among them: and after this they never fired either their cannon or mortars, of which they had several batteries. We continued to throw bombs till five in the evening, when we had expended six hundred shells, which did such execution that we are confident the town is very much ruined. Our bombardiers behaved themselves extremely well on this occasion. Our loss is very small. Captain Osborne, commander of the Aldborough ketch, was killed by a cannon shot from the enemy's gallies."——Gazette, No. 8107.

VOL. II.

I

Downs

Downs on the 20th of August. Lord Berkeley struck his flag and went on shore, at Dover, on the 18th, leaving the command with sir Cloudesley Shovel.

The French government having projected the invasion of England, made every preparation for carrying it into execution early in the spring. Twenty thousand soldiers were marched, with the utmost secrecy, from the nearest garrisons to the sea coast. At Dunkirk, Calais, and the adjacent ports, 500 transport vessels were collected to convey them, with their necessary stores and equipage; and a strong squadron of 17 large ships of war, to be commanded by the marquis of Nesmond and the celebrated John du Bart, had rendezvoused at Dunkirk to escort them. To counteract this menaced ruin a fleet of fifty ships of the line, English and Dutch, were collected with the utmost expedition, and sent to sea under the command of admiral Russel, lord Berkeley, sir Cloudesley Shovel, and vice-admiral Ailmer, at a time the French thought it impossible for the combined powers to have collected ten ships. This fleet put to sea the latter end of February, and extended itself in a line from Dunkirk to Boulogne, completely blocking up the intended armament, and totally frustrating the mighty preparations, and threats of the French.

Nothing worth commemorating happened till the month of May, when sir George Rooke took the chief command of the fleet, and put to sea in order to intercept the Toulon squadron, which was supposed to be then on its passage from Brest\*. Lord Berkeley continued to command the blue squadron under him; and when sir George was, towards the end of the same month, summoned to London to attend his duty at the board, as a commissioner of the admiralty, lord Berkeley was left admiral of the fleet†. A proposal was made by sir George, on his arrival at the board, to attempt the destruction of a considerable number, (some say seventy) French ships of war, which were then laying in Camaret Bay. It is said to have been long opposed by many doubts of its success,

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\* Vol. I. p. 410.

† With the privilege of wearing the union flag, which he accordingly hoisted on board the *Britannia*.

on the part of ministry; and, at last, pronounced, by a council of war, impracticable. It was afterwards debated in what manner the fleet could be employed most conducive to the service of the country; when it was agreed, in case intelligence was not received that the French were disarming their ships, to stretch over to the coast of France, and cruise for fourteen or fifteen days, because though the combined fleet should even not be able to destroy them; yet it might create much alarm, and cause considerable detachments to be drawn from the army in Flanders, which might give the allied army there a decided superiority.

In consequence of this resolution lord Berkeley put to sea the middle of June, and attempted to turn down Channel with a contrary wind; but it encreasing to a gale at W. S. W. he was obliged to put into Torbay. On the 24th, the weather becoming more moderate, he again sailed\*; and after contending with contrary winds for some days, at last succeeded in clearing the Channel. On the 30th the fleet arrived in Camaret Bay. On the 1st of July the marquis of Nesmond, with a squadron of five ships, was then standing out to sea with a fleet of merchant-ships under his convoy; but on the approach of the combined fleet he returned, with the utmost haste, into port. On the 3d and 6th two detachments were sent from the fleet, the first of which was ordered to attack the island of Grouais, one of the Cardinals; the other to bombard St. Martin's in the isle of Rhè t. Both these little enterprizes were successful; but the want of provisions, added to the diminution of force occasioned by the return of eight Dutch ships of the line to Holland, in

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\* Lediard erroneously asserts it cleared the Channel on that day.

† "On the 4th the fleet came to an anchor about two leagues off Belleisle; and the barges and pinnaces being immediately manned, were ordered to land upon Howat, one of the islands called the Cardinals, which they did without any opposition, made themselves masters of the whole island, and burnt the town of Howat. They did the same upon the island of Hodicks. They killed and brought off much cattle from both. There is upon each of these islands a fort, with a deep ditch and double wall, into which the inhabitants and some soldiers retired; but these fortifications not hindering us from doing all the mischief we thought fit, we did not attempt them."

Gazette, No. 3203.

consequence of positive orders from king William, rendered the fleet incapable of attempting any thing farther. Lord Berkeley therefore returned to Torbay on the 20th: while he lay there he received instructions to repair to Spithead, where he safely arrived on the 31st of August.

The larger ships were now ordered into port for the winter, and before the time of their re-equipment returned, a phurify and fever attacked this brave and truly noble lord and put a period to his mortal existence, on the 27th of February 1696-7. At the time of his decease, he was admiral of the fleet, having never resigned that appointment; colonel of the second regiment of marines; groom of the stole to his royal highness prince George, and first gentleman of his bed-chamber. He married Jane, daughter of sir John Temple, of East Sheen, in the county of Surry, by whom he left one daughter, who died an infant.

We have scarcely an instance in the annals of naval history of any officers attaining so high a rank at so early an age: a rank he maintained for a series of years, with a most unblemished reputation, at a time when miscarriages were frequent, and the undeserved reproach often attached to them excessive. At the time of his decease he was not more than thirty-four years of age, during eight of which he had born the office of an admiral. The services in which he was chiefly employed were of a particular nature, new almost in practice; and, previous to this time, little understood. The first in which he was engaged was the most unfortunate; yet the ill-success damped not his ardour, nor made him diffident of future victories. Nothing is more common than to charge a want of success to misconduct, because nothing more alleviates that particular weakness and distress of the human mind induced by defeat; yet the marquis of Carmarthen, who was ordered upon the attack of Camaret Fort, paid him, in his account of the expedition, the highest compliments in the arrangements he made, and the great ability with which he conducted the service. Although it is not at all to the purpose to enquire whether the success attending those kind of expeditions, in which he was engaged, was equivalent to the expence attending them; yet we cannot help observing the advantages accruing from them were certainly



certainly of much greater national moment than the enemy would admit, or the opponents of administration were willing to believe. Among the foremost, in the hour of danger, he encouraged those whom he was sent to command, by his personal example; he had, on every occasion, the happiness of effecting all that fortitude, joined to prudence and ability, could possibly hope for, and died with the just reputation of a brave, experienced, and a great commander, at an age when few have had sufficient experience or opportunity to acquire the smallest reputation and celebrity.

MONTGOMERY, James,—a gentleman, most probably, of Scottish extraction, was appointed second lieutenant of the *Dunkirk* in 1673. On the 30th of November, in the same year, he was removed into the *Hunter*; and, on the 16th of January 1677-8, into the *Bristol*. On the 29th of March 1678, he was promoted to be first lieutenant of the *Royal Oak*; and, in 1679, of the *Mary*. On the 8th of April 1681, he was made lieutenant of the *Constant Warwick*; on the 16th of July following of the *Mary Rose*; and, on the 17th of June 1685, of the *Charles* galley. On the 10th of July 1686, he was promoted to the command of the *Young Spragge*; and, on the 9th (or, according to others, on the 20th) of September 1688, of the *Nonuch*. He had conceived a personal attachment to the unfortunate and misguided James, which was not to be shaken by any remonstrance, or those difficulties which, after the change of government, known by the name of the revolution, he might have foreseen must inevitably attend his perseverance. We scarcely know how to withhold our pity from honourable and conscientious partiality, though political reasons and the love of our country oblige us peremptorily, to condemn it. His disaffection to the government of king William, and known dislike to those equitable principles of true liberty which produced it, caused his dismissal from the service on the 24th of March 1688-9. Nothing farther has come to our knowledge.

ROWE, Symon, — was appointed lieutenant of the *St. David* on the 17th of April 1682; and on the 14th of July 1686, was promoted to the command of the *Dunbarton* frigate, one of the ships taken from the unfortunate *Argyle*.

1687.

ASHTON, Thomas,—was appointed lieutenant of the *Mary*, on the 21st of March 1678, by vice-admiral Herbert. On the 14th of April 1686, he was removed to the same station on board the *Bristol*; and was again re-appointed to it (the ship having in the interim been into port to refit) on the 9th of August following. On the 22d of April 1687, he was promoted to the command of the *Lark*. On the 16th of June 1688, he was appointed to the *Guernsey*; and was removed, on the 30th of August following, into the *Centurion*. We hear nothing of him after the revolution, so that it is most probable he was one of the mistaken adherents to James the Second, who relinquished every advantage and the hope of being ranked among the brave defenders of their native country for the empty satisfaction of accompanying, into exile, the monarch who would have enslaved it. We are rather strengthened in this opinion by the recollection, that the family of the Ashton's were among the warmest supporters of the cause of James; and that one of the same name, not improbably a brother of this gentleman, paid, in the subsequent reign, his life, the just forfeit of his treasonable design.

GOWRAN, Richard Fitzpatrick, Lord,—was the second son of John Fitzpatrick, of Castletown, in the kingdom of Ireland, esquire\*. Having entered into the sea-

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\* "The noble family of Fitzpatrick is said to be descended from Heremon, son of Milesius, king of Spain, and the first Irish monarch of the Milesian race. Their descent is deduced, by the ancient heralds of that kingdom, in a long train of succession little worth the readers notice; and therefore we shall only observe, that they tell us, in the sixty-seventh descent, lived Fitz Kervaille, ancestor to the numerous sept of the Breanns of Idough, in the county of Kilkenny, and was  
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sea-service, he was, on the 14th of May 1687, appointed commander of the *Richmond*. On the 24th of May 1688, he was made captain of the *Assurance*. Soon after the restoration he was appointed to command the *Lark*. This vessel was employed, during the year 1689, as a cruising frigate; and captain Fitzpatrick, who appears to have been a very active commander, had considerable success against the small French privateers, which at that time much infested the British coast, more particularly that part of it which is washed by the German Ocean. On the 11th of January following he was promoted to the *St. Alban's*, a fourth rate. On the 18th of July he had the good fortune to fall in with a large French frigate, mounting thirty-six guns, 10 leagues to the westward of the Ram Head. The enemy having on board, in addition to her own crew of two hundred men, a company of fifty fusileers, commanded by a captain and two lieutenants, was enabled to make a very obstinate defence: at length, after a contest of four hours continuance, the superiority of the *St. Alban's* prevailed, and the French ship was towed into Plymouth almost a wreck, having had forty men killed and wounded. The superior conduct of captain Fitzpatrick, in the management of the *St. Alban's*, was very apparent, he having had only four men killed and seven wounded. In the month of February following he effected a still more notable piece of service, by driving on shore two small French frigates, and capturing, in conjunction with the *Happy Return*, commanded by

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succeeded by his son Fitz-Kelli, the father of Donatus, the father of Donald, whose son, Fitz-Phadrusig, was father of Fitz-Scanlan (More) Mac Giolla Phadrusig, from whom the name of Mac-Gill Patrick, now softened into Fitzpatrick, is derived.

"From this stock was descended sir Bernard Macgill Patrick, created baron of Upper Ossory by patent, dated at Dublin, June the 11th, 1541, in the 33d year of king Henry the Eighth. This title was extinct by the outlawry of Bryan Fitzpatrick, 17th baron of Upper Ossory, on the 11th of May 1691. Richard Fitzpatrick was descended in a right line from John Fitzpatrick, of Castletown, esq. second son of Florence, the third baron of Upper Ossory, who lived in the reign of James the First."

This short account of the family of Fitzpatrick is taken from Archdale's *Peerage of Ireland*, vol. iii.

captain Monk, and some privateers, fourteen French merchant-ships out of a fleet of twenty-two\*.

In January 1691, capt. Fitzpatrick was dispatched to Cadiz as commanding officer of a small squadron, of three ships, to announce the sailing of a larger force, under sir Ralph Delaval, which might be daily expected. The object of this equipment was, to escort to Europe a very valuable fleet of merchant ships. On the arrival of sir Ralph, captain Fitzpatrick put himself, according to his instructions, under his orders; and returned with him to England in the month of March. From this time, till the month of March 1695-6, we have been unable to discover what service he was engaged in, or what ships he commanded, we believe him to have been, for a considerable part of it, unemployed, particularly in the year 1693.

In the month of March 1695, we find him commander of the Burford, of seventy guns, one of the squadron at that time under the orders of sir Cloudesly Shovel. In

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\* Extract of a letter from Portsmouth, dated February the 27th.

"This day came in, from cruising on the coast of France, their majesties ship the St. Alban's, captain Fitzpatrick commander, who gives the following account.

"On the 7th of this month we stood in with St. Vallery and ranged along that shore, where we took up two fishing boats with thirty men. On the 8th we spoke with four Dutch privateers, who gave us intelligence of fourteen sail of ships that lay at anchor under Cherbourg castle. The next day we stood in, but found the French vessels had all escaped into the haven, except their convoy, which mounted twenty-four guns, which we soon afterwards forced ashore; and attempted to go in with our boats, but could do nothing. We fired some guns at the castle, and then stood to sea. On the 22d, off Cape Barfleur, we met with twenty-two sail of French light ships, who, the day before, came from Havre de Grace, bound to Rochelle, Nantes, and Bourdeaux. After having driven their convoy, a ship of thirty guns, ashore on the shoals off Cape La Hogue, we took two of their fleet, the Happy Return two others, the four Dutch privateers each of them as many, and a Guernsey privateer two more. It blew hard from the eastward, which gave the rest an opportunity of escaping. On the 13th we went into Guernsey with three of our prizes; and in going in one of them struck on a rock, where she was lost. On the 15th we put to sea again; and, on the 18th, took a small vessel from Lisbon, bound to Havre de Grace, laden with oranges. On the 25th we took a French privateer of twenty-two guns, but laden on the merchant's account, and serving as convoy to about fifteen sail of ships bound to Dunkirk, which the prisoners believe are all taken."

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the month of May he was detached, with a stout squadron, to reconnoitre Brest, by sir G. Rooke, who had taken the command of the fleet. While employed in this service he fell in with the marquis of Nesmond's squadron, consisting of seven ships of the line, and immediately gave them chase; but night coming on the enemy escaped. In the month of July captain Fitzpatrick was detached by lord Berkeley, who had succeeded sir George Rooke in the command of the fleet, to attack the island of Grouais, one of the Cardinals. His force consisted of the Burford, his own ship; the Newcastle, and a fireship. He effected his landing without loss; and had made considerable progress in destroying the villages, when he was, on the 5th of the same month, reinforced by the Kent, Boyne, Torbay, and two Dutch ships of war, together with a number of long boats from the other ships in the fleet, so that by the 9th they had destroyed above twenty villages, and brought off upwards of 1300 head of cattle and horses, together with boats and small vessels. The alarm and insult offered to the enemy, who had but just before vainly assumed the title of lords of both seas, was, perhaps, of still greater national consequence than the mischief. Captain Fitzpatrick's conduct, both on this and every former occasion, was highly approved by king William, who, on the 12th of October 1696, granted to him, and his elder brother, Edward, who was a brigadier-general in the army, the estate of Edmund Morris, forfeited in consequence of his having taken up arms in favour of the late king James. Morris was killed at the battle of Aghrim. The grant was worthy of a sovereign: it consisted of eleven townships and estates, in Queen's county; and considerable additions have since been made to it by purchase.

The peace of Ryswic taking place in the following year, and every operation of war, till that time, growing torpid, though cessation of hostilities was not declared, we have nothing farther to record of captain Fitzpatrick till after the accession of queen Anne, when he was appointed to command the Ranelagh of eighty guns. When the fleet sailed on the expedition against Cadiz the duke of Ormond embarked on board this ship, which was stationed in the line as one of the seconds to sir George Rooke on board the Royal Sovereign. At the attack on Vigo he  
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continued one of the seconds to sir George Rooke, who had shifted his flag into the Somerset. Early in the following year he resigned the command of the Ranelagh, and retired altogether from the service, having acquired the just reputation of a brave man and an able captain. Retiring to his native country, he from this time signalised himself in his civil capacity by taking every opportunity of promoting the true interest of his country, in particular by most strenuously supporting the act for settling the Protestant succession. The zeal he had always shewn on this occasion, but more especially his integrity and amiable qualities, induced king George the First, almost immediately after his accession, to create him a peer of Ireland\*, by the title of baron Gowran, of Gowran in that kingdom. He took his seat in parliament on the 12th of november following; and two days afterwards was one of the lords appointed to prepare an address, to congratulate his majesty on his accession to the throne.

In the month of July 1718, his lordship married Anne, youngest daughter and co-heiress to sir John Robinson, of Farming Wood in the county of Northampton, baronet, and died June the 9th, 1727, leaving issue; by her, two sons, John, his heir, afterwards created earl of Upper Ossory, and Richard.

WALTERS, Benjamin,—was appointed second lieutenant of the Plymouth in 1672; and, during the course of that year, was removed to the same station on board the Rupert; of which ship he was, on the 14th of January 1673, promoted to be first lieutenant. On the 27th of April 1675, he was appointed lieutenant of the Swallow; on the 16th of January 1677-8, of the Greenwich; on the 30th of April following of the Henrietta; on the 15th of May 1680, of the Assurance; and, on the 17th of June 1685, of the Happy Return. After having thus served, for fifteen years, in the station of a lieutenant, he was, on the 2d of September 1687, promoted to be captain of the Happy Return; on the 14th of May 1688, he was appointed commander of the Guardland; on the 24th of the same month he was removed into the Richmond; and, on

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\* By privy seal, dated at St. James's, March the 8th, 1714-15; and by patent at Dublin, the 27th of April following.

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the 30th of August, into the Diamond. After the revolution he was appointed commander of the Swallow ; in which ship, which was only a small fourth rate of forty-eight guns, he served at the battle off Beachy Head ; and, as he himself stated in his evidence to the commissioners of the admiralty, was obliged to run half a cable's length to leeward of the English line, in order to get so much nearer the enemy that the shot from his guns, which were inferior in weight to those of a proper ship of the line, might reach them. After this we find nothing farther of him but that he was put on the superannuated list in the year 1693, with the pay of a captain of a third rate. He died on the 26th of February 1698.

## 1688.

**BOTELER, or BUTLER, Henry,** — was appointed lieutenant of the Dover in 1672. He does not appear to have received any commission from this time till the year 1682, when he was, on the 18th of November, made lieutenant of the Ruby. Early in 1683 he was removed into the Guernsey, and very soon afterwards returned to his old ship the Ruby. On the 26th of April 1688, he was promoted to be captain of the St. Paul fireship. After the revolution, in the year 1690, he was sent to the West Indies commander of this vessel, under the orders of commodore Wright. In this station he continued till the arrival of commodore Wrenn, in the month of January 1691-2, when he was promoted to be captain of the Mordaunt, a small fourth rate of forty-two guns. In the engagement which took place on the 21st of February, between the English squadron under commodore Wrenn, and that of the French under the count de Blenac, captain Butler signalized himself in a very remarkable manner. The French squadron consisted of sixteen ships, fourteen of which were of two decks ; that of the English of five men of war only, four of which were fourth rates, two hired ships, and two privateer sloops. From this extraordinary

ordinary superiority the French were enabled to cut off and entirely surround the Mordaunt, together with the Mary, and the New England frigate, one of the hired ships. Such, however, was the bravery, conduct, and determined resolution of their gallant commanders, that they defended themselves so successfully as to force their way through the enemy, in spite of all the opposition they could make, and rejoined their own squadron. On the death of Captain Wrenn, and others from among the private captains, the command devolved upon captain Butler in the month of May. Having removed into the Mary, he sailed from Barbadoes on the 14th of June, with the Assistance and St. Paul fireships, and a large fleet of merchant ships, which he conducted in safety to Cape Clear, off which they were separated in a thick fog, though happily no misfortune attended this accident. Captain Butler arrived at Plymouth on the 11th of August; and as soon as his ship, the Mary, which was a third rate of sixty-two guns, was refitted, captain Butler was re-appointed to command her, as one of the Channel fleet. In the month of July he was promoted to the Northumberland of seventy guns. In this ship he continued till the time of his death, an event which took place on the 21st of September 1693, in a duel with a captain of marines, at Portsmouth. Thus fell a man, whose conduct had done an honour to his profession, a victim to a private and inconsiderate quarrel, probably arising from some very trivial cause!\*

BOUNTY, John, — was appointed lieutenant of the Assistance on the 27th of November 1673. In this ship he continued till the 1st of November 1677, when he was removed into the Falcon, of which he was appointed to act as commander in the month of August 1680, and brought it home from the Mediterranean soon after that time. On the 15th of Oct. 1681, he was made lieutenant of the Swallow; in 1685 of the Montague; and, on the 10th of September 1688, of the Dreadnought. On the 14th of October following he was promoted to the command

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\* In the Life of sir John Leake, printed in London 1750, he is said to have been the author of a very ingenious book on naval affairs, entitled *Colloquia Maritima*,



of the *Half Moon* fireship, by commission from lord Dartmouth at that time admiral of the fleet. After the revolution he was promoted to the command of the *Mary Rose* of forty-eight guns. In this ship he was unfortunately taken by the French in the year 1691; and died, in captivity, on the 4th of July in the same year.

CORNWALL, Wolfran,—was the descendant of a very ancient and respectable family in Herefordshire. He was appointed lieutenant of the *Tyger*, by admiral Herbert, on the 30th of January 1681-2. He is not known to have received any commission after this, till the year 1688, when, on the 23d of August, he was promoted to the command of the *Dartmouth*. He was removed into the *Constant Warwick*, on the 26th of November following; and, afterwards, on the 22d of December, into the *Swallow*. He continued to command this ship during the remainder of the following year. He was sent upon the Irish station; and, by the special command of king William, was put under the orders of major-general Kirk, who was to attempt the relief of Londonderry. In the month of September we find him going as a volunteer in the assault made by the troops, under brigadier Churchill, upon the breach at Cork. Soon after this time he was appointed to the *Suffolk* of seventy guns, which he commanded at the battle off *Beachy Head*, where he behaved with the greatest gallantry. He was promoted, in the following year, to the command of the *Sandwich*, a second rate; which ship we find him captain of in the year 1693, and stationed in the line as one of the seconds to vice-admiral Aylmer. In 1696 we find him captain of the *St. Andrew*, a first rate, and second to rear-admiral sir Edward Whitaker. As he appears to have always commanded capital ships which belonged to the main fleet, while the consequential trust reposed in him conveys to us, on one hand, a decided proof of the high estimation in which he was held; so, on the other, does it prevent our having any interesting particulars to enumerate relative to his service, during this period, farther than as it was connected with that of the fleet at large. When the peace at Ryfwic was concluded, in 1697, he retired from the service, being put on the superannuated list with a pension

pension equal to the pay of a captain of a first rate. He died on the 21st of January 1719.

CROSS, George.—The first information we have been able to procure relative to this gentleman, is, that he was appointed commander of the Supply fireship, by lord Dartmouth, on the 12th of November 1688. On the 19th of December he was removed into the Dreadnought as second lieutenant, by commission from the said lord. It is not believed he held any other commission after this, for he died on the 21st of May 1689.

DOVER, Edward.—Of this gentleman we are also equally ignorant, relative to the early part of his service, as we know nothing of him till we find him, on the 9th of September 1688, appointed commander of the Elizabeth and Sarah fireship. He continued in the service after the revolution, having been appointed captain of the Expedition of seventy guns. He retained this appointment till his death, which happened on the 19th of November 1695.

DUNBAR, William Constable, Lord Viscount,—was the descendant of a most ancient family which derived its surname from the office of constable of Chester, held by his ancestor under Hugh Lupus, his cousin, who was created first earl palatine thereof, by William, surnamed the Conqueror. The family settled soon afterwards at Flamborough, in Yorkshire; of which place they possessed the lordship. From this time they appear to have flourished in a knightly degree, honoured with many consequential trusts of a civil nature, and enjoying at other times the highest military commands.

In the year 1620 Henry Constable was created, by king James the first, viscount Dunbar in the kingdom of Scotland. William, of whom we are about to speak was the fourth viscount, having entered into the sea service, he was appointed, on the 26th of September, or, as others insist, on the 1st of October 1688, commander of the St. Alban's. The revolution, as it is well known, quickly succeeded to this event; and his lordship being strongly attached, by principle, to the person and cause of James, refused peremptorily, on the accession of king William, to take the oaths of allegiance to him; in consequence he was, as might naturally be expected, dismissed the service.

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From this time he lived in peaceable retirement. He married Elizabeth, eldest daughter of Hugh, third lord Clifford, of Chudleigh; but died, leaving no issue, in the year 1718. His lady was afterwards, on the 17th of November 1729, married to the honourable Charles Fairfax, of Gillins, only son of Thomas, lord viscount Fairfax; and died of the small-pox on the 25th of April 1721.

ELLIOT, Edmund,—was, very early in the year 1685, appointed lieutenant of the Falcon; on the 14th of April in the same year, he was removed into the Dunbarton; and, on the 28th of April 1688, was promoted to the Rose, a prize taken from the Salletines. The strong and unalterable attachment he had conceived for king James occasioned his dismissal from the naval service on the 22d of April 1689. In the month of December 1690, he was pitched upon, by the favourers and friends of king James, in England, to accompany sir R. Graham, commonly called the lord viscount Preston, and Mr. Ashton, on an embassy to the exiled king, in France, with a tender of their services. Through the vigilance of government this measure was discovered, and the persons in question closely watched, so that soon after the vessel, which they had hired to convey them to France, had passed Gravesend, it was boarded, and their persons seized. Upon Mr. Ashton were found several papers which were designed to convey, to France, an information of a treasonable nature. In short, the evidence, both against him and lord Preston, proved sufficient to cause the condemnation of both for high treason. Mr. Ashton was soon afterwards executed. As to Mr. Elliot he was never brought to trial; and no proof of his guilt appeared, except that which depended on supposition only from his being found in conversation with those against whom it was stronger. He continued to live in retirement ever afterwards; and did not die till the 21st of September 1725.

FAIRBORNE, Sir Stafford,—was the nephew of sir Palmes Fairborne, sometime governor of Tangier, who, in consequence of his bravery against the Moors, had arms, with the following crest, granted him,—a Dexter armed hand with a gauntlet proper, holding a sword erect, argent

argent pomel and hilt; Or, on the point thereof a Turk's head coupée. He was afterwards mortally wounded in the month of October 1680, by the Moors, who were at that time besieging Tangier. We meet with nothing relative to sir Stafford till we find him lieutenant of the Bonadventure, in the month of June 1685. The captain (Priestman) was, at that time, ill at Tangier, and the command of the ship of course devolved upon Mr. Fairborne, who, in company with the captains Leighton\* and Macdonald, projected, and successfully executed, an attack on some Salletine ships of war, which were, at that time, laying in the harbour of Mamora. After this time we hear nothing of him till the 30th of August 1688, when he was appointed commander of the Richmond; from which he was removed into the Fairfax. Soon after the revolution he was promoted to the Warspight, a third rate of seventy guns. He commanded this ship at the battle off Beachy Head. The charge of engaging at too great a distance, though generally inapplicable, was most forcibly so in respect to captain Fairborne, who was so near his antagonist that the musket shot lodged in the hammocks with which his nettings were stuffed. In the month of September 1690, being then present at the siege of Cork, he was one of those gallant naval commanders who quitted their own line of service, in which, at that time, there appeared little opportunity of distinguishing themselves, and went as volunteers with the detachment, under brigadier Churchill and lord Colchester, which was ordered to assault the breach. For two or three years after this time nothing memorable occurs. In the year 1693 he commanded the Monk of fifty-two guns, one of the Squadron under sir George Rooke, sent to convoy the unfortunate Smyrna fleet. During the pursuit and dispersion of this fleet, by the enemy, the Monk separated from the other ships of war; but repairing to the Madeira's, the appointed rendezvous in case of accident, was quickly joined by sir George, and the greater part of those ships which had happily escaped the

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\* See his Life, page 94.

misfortune. When the remains, thus collected\*, returned to Ireland, sir George joined the main fleet with the six ships that were in the best condition for service, and left captain Fairborne to command the rest, which were to return into port when refitted, as well as circumstances would admit of. Although fortune appears to have denied captain Fairborne, during the earlier part of his service, an opportunity of distinguishing himself by any other means than a strict and rigid attention to the duties of his office, these appear to have strongly recommended him to the favour both of administration, and those who were his superiors in command, as in the month of July 1696†, we find him captain of the *Albemarle* of ninety-guns, and stationed in the line as one of the seconds to the commander-in-chief; soon afterwards he was made commander of the *Victory*. The peace of Ryswic took place in the following year, and the next information that occurs relative to him, is, his being appointed, in 1700, commodore of the small squadron, which is usually sent, even to the present time, to Newfoundland, for the protection of the fishery.

On his return from this service he was appointed to the *Tilbury*, and sent into the Mediterranean, where he continued but a short time. Hostilities were thought to be on the eve of commencing with France at the time of his arrival in England. This consideration probably accelerated his promotion to be rear-admiral of the blue on the 30th of June 1701: but the open rupture, which had been long expected, did not break out till after the accession of queen Anne. In the month of April 1702, rear-admiral Fairborne was dispatched, with a small detachment of the fleet, to Ireland, for the purpose of bringing over from thence some troops, destined to form part of the land-forces about to be sent, under the duke of Ormond, on the expedition against Cadiz. He was, during

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\* On the passage to Ireland, from Madeira, the *Monk*, in conjunction with the *Chatham*, had the good fortune to capture two rich prizes; one outward-bound from France to the West Indies, with soldiers cloathing, brandy, wine, &c. and the other homeward-bound from Martinico, each mounting about thirty guns.

† In the preceding year he commanded the *Deshaunce*.

his absence, advanced on the 8th of May 1702\*, to be rear-admiral of the white. He served in this station during the ensuing expedition; and, on the 22d of June, having hoisted his flag on board the *St. George* of ninety-six guns, was detached before † the main body of the fleet under sir George Rooke. He had under his orders rear-admiral Graydon, and the Dutch rear-admiral Wassenauer, with twenty ships of ‡ war of different rates. Sir George himself did not sail till after the middle of July, and contrary winds considerably impeded his progress to the appointed place of rendezvous. This, however, he reached on the 30th; but unfavourable weather had blown the rear-admiral, with his division, from the station: and the same cause prevented the junction till the 8th of August; by which time his squadron was reduced to much distress, for want of provisions. The fleet immediately stood away for Lisbon, and from thence for Cadiz, which it reached on the 12th, anchoring about five o'clock in the afternoon in the Bay of Bulls.

The ill success of this part of the expedition § is too well known; but where even the commander-in-chief is totally exempt from all blame relative to the failure, it becomes impossible for the most inveterate calumny to affix any stigma on those who, acting on every occasion in conformity to his instructions and orders, could, at most, only be censured in a secondary light. The fleet, on its return home, acquired some satisfaction for the former disappointment. The capture of Vigo, in a pecuniary sense, rewarded the gallantry of the assailants more substantially than that of Cadiz would have done. Sir S. Fairborne removed his flag from the *St. George* into the *Essex*; but does not appear to have been personally concerned in the attack. When sir George Rooke returned to England he

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\* About this time also he received the honour of knighthood.

† First to look into the Groyne, and if he found any French squadron there, to block it up; if not, he was to cruise off Cape Finislerre till joined by the main fleet under sir George.

‡ Gazette, No. 3821.

§ During which he appears, by some MS. minutes of the councils of war then held, to have been principally employed in reconnoitring the coast preparatory to the descent, and different proposed attacks.

was left, with sir Cloudesley Shovel, to bring home the prizes; a service, in which they encountered much difficulty, from the severity of the season, tempestuous weather, and contrary winds. After being separated from sir Cloudesley, in a violent gale, on the 6th of November, that part of the fleet which kept company with sir Stafford, arrived safe at Spithead with him on the 17th of the same month.

On the 6th of May, in the following year, sir Stafford was promoted to be vice-admiral of the red; and, as it is said, offered the chief command in the West Indies, which he thinking proper to decline, it was conferred on vice-admiral Graydon. He was afterwards appointed to serve in the main fleet under admiral Churchill, when that officer was sent to take the chief command in consequence of sir G. Rooke's indisposition: but on his quick recovery they both returned into port without proceeding to their several appointments. He was afterwards sent on the Mediterranean service, as second in command of the fleet under the orders of sir Cloudesley Shovel. Having hoisted his flag on board the Association they sailed from St. Helen's on the 1st of July. On the 24th the fleet arrived off Cascais, and sir Stafford was immediately dispatched to Lisbon to inform the king of Portugal, who had joined the grand alliance, of the arrival of the combined fleet. He was received with every possible mark of attention by the king; and returned to the fleet highly satisfied with these convincing proofs of royal attention to the dignity of his character. The operations of this armament in the Mediterranean, during this summer, were rendered, from its late equipment and short continuance on that station, extremely uninteresting. This circumstance we have already had occasion to remark in the life of sir Cloudesley Shovel.

The fleet returned to England in the month of November. On the 26th, that most furious tempest arose, which has ever since been distinguished by the name of the great storm. At this time sir Stafford was laying in the Downs, having his flag on board the Association. This

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\* Gazette, No. 3863.

ship was blown from her anchors; and, after almost miraculously having escaped a myriad of perils, was obliged to put into Gottenburgh. The singularity of this event will, probably, justify the insertion of a more particular account\*; and the rather, because sir Stafford's conduct

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\* Her majesty's ship Association, a second rate of ninety-six guns, commanded by sir Stafford Fairborne, vice-admiral of the red, and under him captain Richard Canning, sailed from the Downs the 24th of November last, in company with seven other capital ships on their return from Leghorn up the river, under the command of the honourable sir C. Shovel, admiral of the white. They anchored that night off the Long-sand Head; the next day they struck yards and top-masts. On the 27th, about three in the morning, the wind at W. S. W. encreased to an hurricane, which drove the Association from her anchors. The night was exceeding dark; but, what was still more dreadful, the Galleper, a very dangerous sand, was under her lee; so that the crew were in momentary expectation of striking upon it, thinking it beyond the power of man to avoid it. Driving thus, at the mercy of the waves, it pleased God, that about five o'clock, the ship passed over the tail of the Galleper in seven fathom water: the waves, running mountains high, appeared ready to swallow her up. The ship received, at this time, a sea on her star-board side, which beat over her, broke and forced in several half ports, and also the entering port. She took in such a vast quantity of water that it kept her down upon her side; and every body believed that she could not have righted again, had not the water been speedily let down in the hold by scuttling the decks. During this consternation two of the lower gun deck ports were forced open by this mighty weight of water; the most dreadful accident, next to touching the ground, that could have happened to us. But the ports that had been forced open being readily secured, by the direction and command of the vice-admiral, who, though much indisposed, was upon deck all that time, no farther mischief happened. As the ship still drove before the wind she was not long in this shoal (where it was impossible for any ship to have lived for any length of time) but came into deeper water and a smoother sea: however the hurricane did not yet abate, but rather on the contrary, seemed to gather strength. Words were no sooner uttered than they were carried away by the wind; so that although those upon deck spoke loud, and clove to one another, yet they could not often distinguish what was said: when they opened their mouths their breaths were almost taken away. Part of the sprit-sail, though fast larled, was blown away from the yard. A ten-oared boat, that was lashed on her star-board side, was often hove up by the strength of the wind and overfet upon her gun wale. We plainly saw the wind skimming up the water as if it had been sand, carrying it up into the air, which was then so thick and gloomy that day-light, which should have been comfortable to us, did but make it appear more ghastly.

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on so trying an occasion, appears to have been such as entitled him to every possible mark of regard and honour. Soon after his return he shifted his flag into the Shrewsbury, and was appointed second in command of the squadron, sent out in the month of May, under sir Cloudesley Shovel. The object of this equipment was to attack, if at sea, or otherwise to confine in port, a french armament, fitting for sea at Brest, under the count de Thoulouse. Information was received by the admiral that the French had quitted Brest some days before he himself left Ports-

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The sun, by intervals, peeped through the corner of a cloud, but soon disappearing left us a more melancholy prospect of our situation. About eleven o'clock it dispersed the clouds, and the hurricane abated into a more moderate storm, which drove us over to the bank of Flanders, and thence along the coast of Holland and Friseland to the entrance of the Elbe; where, on the 4th of December, we had almost as violent a storm as when we drove from our anchors; the wind at N. W. driving us directly upon the shore; so that we must all have inevitably perished had not God mercifully favoured us, about ten o'clock at night, with a S. W. wind, which gave us an opportunity of putting to sea. Being afterwards driven near the coast of Norway, the ship wanting anchors and cables, our wood and candles wholly expended, no beer on board, nor any thing else in lieu of it, every one was reduced to one quart of water per day. The men, who had been harassed at Bell Isle and in our Mediterranean voyage, now jaded by the continual fatigues of the storms, falling sick every day, the vice-admiral, in this exigency, thought it advisable to put into Gottenborough, the only port where we could hope to be supplied. We arrived there the 11th of December; and having, without loss of time, got anchors and cables from Copenhagen, and provisions from Gottenborough, we sailed from thence on the 3d of January with twelve merchantmen under our convoy, all laden with stores for his majesty's navy. The 11th following we prevented four French privateers from taking four of our store-ships. At night we anchored off the Long-land Head; weighed again the next day, but soon came to an anchor, because it was very hazy weather. Here we again rode out a violent storm, which was like to have driven us again to sea. But after three days very bad weather we weighed and arrived to the buoy of the Nore on the 23d of January, having run very great risks among the sands, for we had not only contrary, but also very tempestuous winds. We lost twenty-eight men from sickness, contracted by the hardships which they endured in the bad weather; and had not sir Stafford Fairborne, by his great care and diligence, got the ship out of Gottenborough, and by that means prevented her being frozen up, most part of the sailors would have perished by the severity of the winter, which is intolerably cold in those parts.

mouth; so that after a fortnights ineffectual cruise it was determined, by a council of war, that the admiral himself should proceed for Lisbon to join sir George Rooke, according to his instructions, with two-and-twenty ships of the squadron; and that sir Stafford, with the major part of the remainder \*, should return to England, as his orders dictated.

During the remainder of the year we find no mention made of sir Stafford, who was, in 1705, sent second in command of the fleet, destined for the Mediterranean service, under sir Cloudesley Shovel. No detachment was made under his special command, nor, indeed, does there appear to have been any separate service undertaken by any part of the fleet, so that the relation of the naval operations of this period are, of necessity, confined to the life of Shovel, the admiral-in-chief †. They returned to England together in the month of November; and, having struck their flags, repaired both to London, where they were received, both by the queen and prince George, with those marks of esteem their conduct had well merited.

In the month of April 1706, sir Stafford, who still continued vice-admiral of the red, was appointed commander of a small squadron which rendezvoused at Spithead. It consisted only of five small line of battle ships, and a frigate; and was to be joined by two other ships of the line, one of forty guns, and a frigate, from Plymouth. Having used the utmost diligence in procuring the equipment of his ships, he was enabled to put to sea on the 24th of that month ‡. His instructions were to proceed, with all imaginable secrecy, off the river Charente, where he was to use his utmost endeavours to take or destroy such ships as the enemy might be fitting out from Roch-

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\* Commodore Kerr, with a small detachment, was then with the fleet and under orders to convoy the outward-bound West India trade, which were also in company.

† Sir Stafford had the command of the attack, by sea, at the siege of Barcelona, which he was ordered to cannonade with a detachment of eight English and Dutch ships of the line, while a powerful diversion was made, in another part, by the bomb ketches.

‡ But it appears by the Gazette, No. 4226, it did not quit Plymouth till the 6th of May.

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fort, which usually lay at the mouth of that river to take in their guns, stores, and provisions. Contrary winds for a considerable time impeded his progress; and when, at length, he reached the place of his destined attack, the time limited for his absence was so nearly expired, that, notwithstanding he had made the necessary dispositions for burning some of the enemy's ships, which he found at anchor there \*, he was obliged to return without having been able to effect any other service than the destruction of about half a score trading vessels, and the capture of a few inconsiderable prizes which he surprised between the islands of Rhee and Oleron.

The squadron returned to Plymouth on the 17th of May; and sir Stafford immediately received orders to repair to the Downs with seven ships of the line, four frigates, a fire-ship, two bomb-ketches, and four small vessels. On the 30th of the same month he received farther orders to repair to Ostend, with the force under his command, in order to co-operate with the land force under monsieur Auverquerque, who was detached, by the duke of Marlborough, to besiege that town. Sir Stafford immediately sailed on this service, and anchored as near Ostend as a proper attention to the safety of his ships warranted. It was proposed that Nicuport should be first attacked; to promote which he, immediately on his arrival, detached three of his small frigates to block up that place, and prevent the introduction of any provisions or reinforcements by sea. The intended plan of operations being afterwards changed, and Ostend

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\* " Whitehall, May 19, 1706. Sir Stafford Fairborne, vice-admiral of the red squadron of her majesty's fleet, who some time since sailed from Plymouth with a squadron of her majesty's ships, is returned to that port. He has been off the river Charente, which comes from Rochfort, and has brought in with him six prizes, three of them laden with iron, tar, and rozin, which were taken between the isles Rhée and Oléron; where, with his boats, he also burnt, sunk, and drove on shore ten of the enemies vessels; and, it is believed, a ship of twenty guns, that ran a-shore and bilged. When the vice-admiral came off Rochelle, it was determined to attempt the enemy's ships which lay there; and all things were got in readiness for it: but the winds coming up contrary prevented his putting the design in execution. The appearance of the squadron has very much alarmed the enemy's coast."

invested in form by land, sir Stafford proceeded to reconnoitre the place, in order to discover whether it were possible to render any essential service by an attack from the sea; of this there appeared, indeed, but little hopes, inasmuch as the ships lay all together at the back of the town: and the entrance into the harbour was not only long, narrow, and crooked, but was also well defended by several formidable batteries, so that the attempt was given up almost as soon as proposed. But the general (Auverquerque) being of opinion that two or three frigates, stationed near the shore, might render some service at Furnes, by preventing the passage of any troops over the gut at Nieuport, they were accordingly detached, though it was feared the sands would prevent their approaching near enough the shore for their cannon to do any material execution. The trenches were opened on the 17th, and on the 19th three small vessels got into the harbour, notwithstanding the vigilance of the frigates and guard-boats. The admiral had proposed, when the town was first invested, that a battery should be erected to the eastward, which would have fully prevented the introduction of any reinforcement, so that the imprudence of neglecting his politic advice soon became apparent. On the 20th the batteries of the besiegers were ready to open, and on the 22d sir Stafford went on shore to concert with the general, monsieur Auverquerque, the plan of general attack.

This being agreed on, the bomb-ketches began, at break of day on the 23d, to throw shells, while at the same instant the land batteries opened on the fortifications. To encrease, if possible, the confusion and distress of the enemy, all the frigates and smaller vessels of the Squadron were at the same time ordered to slip and run in as close to the town as the shoals would permit them, bringing their broadsides to bear on such parts as appeared most susceptible of injury and impression. The consequence of this combined attack was, that in a quarter of an hour after it commenced, the town was observed to be on fire in several parts, and by eight o'clock the conflagration had rapidly encreased. The assault was continued with so much spirit and fury, both by sea and land, that before night most of the cannon belonging to the

besieged were dismounted,\* and the place itself reduced nearly to an heap of ruins.

On the morning of the 25th, the town being no longer tenable against so formidable an enemy, the besieged beat a parley, and the same day the capitulation was actually concluded. Thus, by a happy conjunction of spirit, prudence, and ability, was a conquest effected after only three days open trenches, which had cost the Spaniards, about an hundred years before, a siege of upwards of three years, and the lives of near fourscore thousand persons. The vessels which lay in the harbour were not included in the capitulation, so that they immediately fell a prey to the victors, who found three ships of war, one of seventy, another of fifty, and a third of forty guns, together with several ships of inferior force; and upwards\* of forty ships and vessels belonging to the merchants, left as substantial and valuable trophies attending the conquest.

With this success sir Stafford appears to have closed his naval life, and not again to have hazarded the loss of that reputation he had so justly acquired. On the 28th of June 1707, he was, together with sir Cloudesley Shovel and Mr. R. Walpole, afterwards earl of Orford, added to the list of prince George's council, in his quality of lord high admiral; an office he, however, scarcely held twelve months. He is said, in most navy-lists we have seen, to have been appointed admiral of the white in the year 1707. Some have even been so particular as to state the very day†; and also that, on the 21st of December 1708, he was constituted admiral of the fleet. No traces of these commissions are to be found among the best historians; and there are some circumstances which strongly induce us to doubt the truth of them. At that day there was no instance of there being more than one flag-officer of each rank at one and the same time; and it is well

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* The Santa Maria	70 guns.	The Katherine	16 guns.
Flandria	50	Lady of Clare	14
Queen of Spain	40	King of Spain	14
Neptune	24	One name unknown	10
Maria	22		

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Extract from an admiralty list, dated Jan. 7, 1707.

† The 7th of January.

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known, that on the 8th of January 1707-8, one day only after the appointment alluded to is said to have taken place, sir John Leake received his commission, dated that day, appointing him admiral of the white; and, at the same time, a second, constituting him admiral and commander-in-chief of the fleet; a post he enjoyed till the year 1709, when he was succeeded by admiral Aylmer. At any rate, if the information afforded by the lists is correct, sir Stafford could have borne these commissions only for a short time; and it is almost a certainty that he never went to sea in either of the capacities alluded to. On the 1st of January 1714, he is said to have had a pension of 600*l.* per annum, settled on him during life. From this time till his death, which happened on the 11th day of November 1742\*, he lived totally retired from the service.

**FOULKS**, Symon,—was appointed lieutenant of the *Sapphire* on the 23d of September 1680. From this time he does not appear to have again received any commission till the 30th of August 1688, when he was made first lieutenant of the *Plymouth*. On the 22d of December following he was promoted, by lord Dartmouth, to be commander of the *John* and *Richard* fireship: he was quickly afterwards made captain of the *Cambridge* of seventy guns. In this ship he served at the unfortunate battle off Beachy Head, in which he bore a very distinguished part. The French ship which was opposed to him in the line, and is thought to have been one of the admirals of the enemy's rear division, having received so much damage, that it was positively asserted by many to have sunk soon afterwards. When the fleet returned into port captain Foulks was removed into the *Montague* of sixty-two guns. In the months of January, February, and March 1690-1, he was sent to cruise off the coast of Ireland to intercept any supplies destined, by the French, for the use of the late king James's army. In this service he had considerable success; himself and his comrades having taken, in six weeks time, no less than nine capital privateers, some of which were vessels of

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\* In a naval list, published by rear-admiral Hardy, he is said to have died in the year 1716.

considerable force, besides several inferior vessels employed in the transportation of ammunition and stores. He continued to command this ship for a considerable time, serving in the Channel fleet \* during the three or four following years: and not appearing to have been detached, during that period, on any separate or distinct service, he had no opportunity of distinguishing himself in any exploit, except such as were achieved by those powerful armaments collectively. In 1695, we find him commander of the *Resolution* of seventy guns, and detached, in the month of March 1695-6, to assist commodore Wyvell in the blockade of Dunkirk, with a small squadron consisting of three ships of the line, a fireship, and four brigantines. He was relieved by captain Johnson with a force much superior, on the 10th of April following. He rejoined the main fleet on his return, and was soon afterwards sent to convoy the outward-bound merchant-ships to the Baltick. He escorted them back to England, and arrived safe, in Solebay, with his own ship, on the 25th of September, having just before encountered a violent gale of wind, which totally dispersed the ships under his protection. They all, however, got into port soon afterwards.

We hear nothing farther of him till after the accession of queen Anne, when he was appointed to the command of the *Cumberland* of eighty guns, and sailed under sir George Rooke on the well-known expedition against Cadiz. Soon after his return from thence he was appointed to succeed captain Bokenham, who died on the 9th of November, as commander of the *Association*, a second rate. This promotion he himself did not long survive, dying at Portsmouth on the 2d of December following.

GRANVILLE, John, Baron of Potheridge, in the county of Devon, — was the second son of the right honourable John Granville first earl of Bath, and Jane his wife, daughter of sir Peter Wyche, comptroller of the

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\* He signalised himself very much at the battle off La Hogue. His ship having been so much disabled in that ever-memorable encounter, that he was obliged to quit the fleet immediately after the action and make the best of his way to Portsmouth.

household

household to king Charles the First. His family was most ancient and noble ; deriving itself in a direct line from the youngest son of Rollo, first duke of Normandy, through Richard de Granville, lord of Gloucester and Glamorgan, who lived in the reign of king William the Conqueror. He accompanied that prince in his expedition to England, and received, as a reward for the signal service he rendered him, as well at the battle of Hastings as at other times, a grant of the castle and lordship of Bideford, with various other valuable lands and possessions in the counties of Cornwall, Somerset, Gloucester, and Buckingham. The lineal descendant of this Richard de Granville, with the interposition of eleven generations, was the renowned sir Richard Grenville, vice-admiral of England in the reign of queen Elizabeth, who fell a martyr to his almost too romantic gallantry in defending his ship, for fifteen hours, against the united efforts of fifty-three Spanish ships of war, several of which were, singly, of greater force than himself. Sir Richard yielded not at last ; his limbs, weakened by the loss of much blood and the anguish of several wounds, were unable to continue any farther exertions against his antagonists ; so that they were enabled, merely from this circumstance, to possess themselves of the fainting body of this almost too-brave man, now nearly reduced to a lifeless corpse. The honour they derived from their victory was short-lived ; their poor wounded prisoner dying within two days, and the ship itself foundering in a short time afterwards. An honour too, most dearly purchased with the loss of four of their capital ships, and the lives of near one thousand of their men, who were either slain or drowned.

John Granville, of whom we are about to speak, was the lineal descendant \* of this great and illustrious man ;  
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\* Sir Richard Greenville, or Granville, married Mary, eldest daughter and coheiress to John St. Leger, of Aumery in the county of Devon, knight ; by whom he had issue three sons, Bernard, John, and Roger ; and five daughters. Bernard married Elizabeth, daughter and coheiress of Philip Beville, of Brynne, esq. By her he had issue a daughter, named Gertrude, and four sons, Beville, Richard, John, and Walter. Beville was that well known great and gallant man who bravely stood forth in defence of king Charles the First, and  
upfor-



so that he might be said to have, as it were, an hereditary right to naval eminence. Having attached himself early in life to this service, he was appointed lieutenant of the Crown; but in what particular year is not known. His second commission was as lieutenant of the *Adventure*, and dated on the 24th of May 1688. On the 24th of October, or, as we learn from other information, on the 22d of December, he was promoted, by commission from lord Dartmouth, to be captain of the *Bristol*. That attachment to the house of Stuart, which he, as it were, inherited from his ancestors, did not betray him into a countenance of the follies and political vices of the unfortunate James. Being a steady adherent to those patriotic principles which suggested and effected the revolution, he was continued in his command by king William, and appears to have formed a firm attachment to the brave and unfortunate earl of Torrington. In the year 1689 he was promoted to the command of the *Lenox*, a third rate of seventy guns. Although he is principally to be considered in the light of a naval commander, yet he did not solely confine himself to that profession, having served in the military line with so much credit, as to attain the rank of colonel in the guards. He was also appointed governor of Deal Castle. At the battle off Beachy Head he continued to command the *Lenox*; and on this occasion, as on every former one, he behaved with the greatest spirit and bravery. His honest attachment to the cause of the earl of Torrington, and his generous vindication of that noble peer's conduct, are said to have been so highly resented by some of the narrow-minded politicians of that day, that they, merely in consequence of that open, manly and ever-to-be applauded conduct, were weak and vindictive enough to procure his dismissal, not only from his naval command but from every other appointment he

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unfortunately lost his life at the battle of Landisdown. He married Grace, the daughter of sir George Smith, of Exeter; by whom he left two daughters and three sons, John, Bernard, and Dennis. John, the eldest son, was, in gratitude for the services rendered to the cause of royalty, both by his father and himself, created, by king Charles the Second, baron of Biddeford and Kilkhampton, viscount Landisdown, and earl of Bath.

held

held under the crown. Certain it is, he was no longer employed under William the Third.

Anne, his successor, did justice to his sufferings, if petty injuries of this nature, done to a good man, can be thought appropriate to that term. She gratefully remembered the family services rendered to her predecessors, and, for the honour of royalty, contributed every thing in her power to make him some amends for his former ill-treatment. After he had, with all the aggravation of injury, insult could produce, been dismissed from the service of his country in one line, he sedulously applied himself to it in another of which the malice of his enemies could not deprive him: this was, as representative in parliament for the county of Cornwall; a station in which he distinguished himself as a senator, as much as he had before done as a commander. In the month of June 1702, he was appointed lord warden of Stannaries, high steward of the duchy, and custos rotulorum of the county of Cornwall; to which was, soon afterwards, added, the office of lieutenant-general of the ordnance. In the following year he was created a peer by the title of baron Granville, of Potheridge in county of Devon, being the first personage who was raised to that rank, after the accession of queen Anne. These honourable and well-deserved marks of royal favour he did not long enjoy. Dying on the 3d of December 1707, without issue, his title became extinct. He married Rebecca, daughter of sir Josias Child, and widow of Charles, marquis of Worcester.

GRAYDON, John.—We have no information relative to this gentleman, either as to his family or otherwise, till we find him, on the 17th of June 1686, appointed second lieutenant of the Charles galley. On the 29th of May 1688, he was promoted to be first lieutenant of the Mary; and, on the 9th of October following, was advanced to the command of the Saudadoës. Being well attached to those political principles which effected the revolution, he was cordially entertained by William the Third, after his accession to the throne. Towards the end of the year 1689, was appointed captain of the Defiance of sixty-four guns; which ship he commanded at the battle off Beachy Head, and behaved in a manner  
highly

highly reputable to his own private character and conformable to the station in which he served. In 1691 he was appointed commander of the *Hampton Court* of seventy guns, one of the ships attached to the main fleet; and, in 1695, of the *Vanguard*, a second rate, employed in the same service. We have already had too frequent occasions to lament the little notice taken by historians of all naval commanders till they have attained the rank of admirals, or except they have been detached on some service where they have, from their seniority, acted as commanders-in-chief. This complaint is strictly applicable to Mr. Graydon. Were it not for the assistance derived from written documents we should not have been able to collect even these trivial particulars relative to him, or to record any thing of him, till after the accession of queen Anne, when he was promoted to be rear-admiral of the blue\*, and sent with the detachment dispatched under sir Stafford Fairborne, before the grand fleet, to reconnoitre the Groyne. Having joined sir George Rooke off Cape Finisterre, he proceeded with him on the expedition against Cadiz, having hoisted his flag on board the *Triumph*, a second rate of ninety guns. In the attack made on Vigo, when the fleet was on its return home, the rear-admiral shifted his flag from the *Triumph* into the *Northumberland*: but the conquest being achieved by the two leading divisions, commanded by Hopson and Vandergoes, no opportunity was afforded to any of the other commanders of distinguishing themselves on this very memorable occasion. He was left, by sir George Rooke, at Vigo under the command of sir Cloudesley Shovel, to assist in refitting the prizes and convoying them to England. He anchored in the Downs, with his charge, on 20th of November; soon after which he was advanced to be rear-admiral of the white.

In the month of March he was promoted to be vice-admiral of the white, and appointed commander-in-chief of the squadron sent to the West Indies. Having hoisted his flag on board the *Boyne*, or, as others say, the *Resolution*, he sailed upon this service on

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\* "Portsmouth, June the 16th 1708. Captain John Graydon, commander of her majesty's ship the *Triumph*, being made rear-admiral of the blue, hoisted his flag at the mizen-top of her majesty's said ship."

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the 13th of the same month, and on the 18th fell in with the French squadron, under monsieur Du Casse, consisting of four ships of sixty or seventy guns each, returning from the West Indies, in a very shattered condition, after their engagement with vice-admiral Benbow. Mr. Graydon conceiving himself strictly bound, by the tenor of his orders, to make the best of his way to the place of his destination, made a signal to call off the Mountague, one of the ships under his command, which had actually commenced an action with the stern-most ship of the enemy. This conduct\*, which at most was only an unfortunate and unintentional error in judgment, drew on him much censure, which ended in his dismissal from the service: but of this hereafter.

The vice-admiral proceeding on his voyage, arrived safe at Jamaica on the 5th of June following, and while on his passage thither was advanced to be vice-admiral of the red. Immediately on his arrival he ordered a survey to be made of the several ships under his command; and he forwarded their re-equipment with an alacrity which could not have been produced from any other cause than an honest and most hearty zeal for the service of his country. Defective as his ships were in

\* Extract of a letter from Plymouth, dated April 26, 1703.

"The Mountague, captain Cleveland commander, is come in here: the Nonfuch and she went from hence the 13th of March with vice-admiral Graydon in the Resolution, captain Day in the Blackwall, the transports with brigadier Columbine's regiment, the store-ships, and merchants bound to the West Indies, and parted from them on the 26th of the same in the latitude of 43 degrees. The captain says, that on the 18th of that month, in the latitude of 47 deg. 30 min. they met four French men of war, and that he engaged the sternmost for some time; but upon his first engaging the vice-admiral made a signal to call him off, being under orders not to lose any time in his passage by chafing or speaking with any ships whatsoever, the contrary winds having kept him here much longer than was intended, and the service upon which he was bound very much requiring his presence, and the regiment that was with him."

Campbell very properly remarks, "The single question that arose on this subject was, whether admiral Graydon obeyed his orders? and this is plainly decided, by the foregoing paragraph, in the affirmative." Even Burnet, who charges him with not having been well-affected to the then administration, admits his orders to have been "peremptory."

almost

almost every point of equipment, leaky in their hulls, strained and shattered in their masts and rigging, and miserably deficient in their several crews; such were the good effects of Mr. Graydon's spirited conduct, that he was enabled to sail from thence on the 29th. A misunderstanding, which unfortunately arose between him, and some of the leading people in that island, in great measure, probably, accelerated his final departure. Having arranged the several detachments, and settled the quantum of force which, according to his instructions, he was to leave for the defence of the island, he sailed from Bluefields, with the remainder of his Squadron, in the month of July, and arrived off Newfoundland on the 2d of August. A continued fog, which lasted without the smallest intermission for thirty days, in a degree unusual, and, indeed, unprecedented even in that part of the world, first occasioned the dispersion of the Squadron, and afterwards prevented it from reassembling till the 3d of September. Under these circumstances the vice-admiral thought it necessary to call a council of war to consider the farther prosecution of an attack on the French settlement at Placentia, which was one of the principal objects of his instructions.

The reduced state of the Squadron, from the sickness of the several crews, the scarcity of provisions, and the total want of the various necessaries requisite to any military undertaking, or attempt, in so cold and inhospitable a climate, operated as so many discouraging incentives, or, rather, insurmountable obstacles to success. The situation of the enemy was on the other hand highly advantageous even to an inferior force. The fortifications were respectable and well constructed; difficult of access even to well-provided assailants; and rendered, in the present instance, still more so, from their being destitute of fascines, planks, and other materials necessary to the erection of batteries in a situation so marshy as that which environed, and afforded an additional security to those who were to have been besieged. Independent of all these powerful objections to attack, the military force of the enemy was found to be not only formidable, but even considerably superior to the army of the English, which was, by sickness and death, reduced to little more than a thousand men; so that it was unanimously agreed in council

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that even the attempt must fully the honour of her majesty's arms, instead of being productive of the smallest advantage.

The vice-admiral returned to England, and arrived safely in the Downs on the 22d of October. The remark made by Campbel on the event of this expedition is too honourable, and at the same time too fair and candid a justification of Mr. Graydon's conduct to be omitted. "Such," says he, "was the end of this unfortunate expedition; in which, though it is certain, on the one hand, that he did not do the nation any remarkable service; yet it is no less certain, on the other, that, in respect to protecting the trade and the rest of the things in his power, he did all the service he was able. But it was his misfortune, first to feel the effects of other men's mistakes, and next to be made answerable for them." In March following an enquiry into the conduct of this truly unfortunate man having been instituted in the house of lords\*, his disgrace and dismissal from the service followed rather as a matter of course, than as a punishment justly inflicted on him for misbehaviour. The tenor of his orders were not deemed a sufficient excuse for the first part of his conduct; nor the necessities of the service for the latter. The exaggerated charges made against him were seen by his enemies in the most glaring and culpable light; and they even enjoyed the poor satisfaction of depriving him afterwards of that pension which his sovereign, too noble to blend misfortunes with criminality, thought the former

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\* On the 17th of March the committee of lords, appointed to inspect the affairs of the navy, resolved, "that vice-admiral Graydon, with a squadron of her majesty's ships of war under his convoy, meeting with four French ships in his passage to the West Indies, and letting them escape without attacking them, according to his duty, *from the pretence of his instructions*, had been a prejudice to the queen's service and a great dishonour to the nation."

The next day they resolved likewise, "first, that admiral Graydon's disorderly proceedings, in pressing men at Jamaica, and his severe usage of masters of merchant-men and transport vessels under his convoy there, had been a great discouragement to the inhabitants of that island, and prejudicial to her majesty's service; and secondly, that admiral Graydon having behaved himself so ill in this expedition to the West Indies, *might be employed no more in her majesty's service*:" which resolutions were agreed to by the house.

had well-deserved, and which, had she not been most forcibly impelled by the clamour of his persecutors, she, in all probability, would not have thought the extent of the latter warranted the discontinuance of \*.

As to his character, Burnet, who was far from being his friend, and has been induced to stile him, what he calls *a brutal man*, is nevertheless honest enough to acknowledge, that when he was offered the command in which all his former fame was wrecked and lost, and that too under circumstances many would have scrupled to have accepted of it, as was actually the case with sir Stafford Fairborne, Mr. Graydon, though blunt, was honourable and spirited enough to say, when he accepted it, "that it was his duty to go wherever the queen thought proper to command him, and that he knew no difference of climate when he was to obey her orders." A man capable of professing so great and just a sentiment we may naturally suppose to have been incapable of intentionally acting otherwise than most honourably. He died on the 12th of March 1726.

GRIMSDITCH, John,—was appointed lieutenant of the *Kingsfisher* on the 14th of April 1685. He was promoted to the command of the *Half Moon* fireship on the 27th of April 1688; and, on the 23d of July 1688, was removed into the *Lark*. Zealously adhering to the cause of king James the Second, as well in consequence of the more common ties of attachment, as those of religion (being a rigid Roman Catholic) which still more forcibly impelled him, he quitted the service on the 12th of December 1688, in consequence of the express directions of William the Third. The time of his death is unknown.

HEEMSKIRK, Lawrence Van,—is said to have been made commander of the *Nonfuch* in the year 1688: we are strongly induced to believe this a mistake, and occa-

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\* After his return from the West Indies he was advanced to be vice-admiral of the red, and under circumstances too which fully indicate that, in the opinion both of the queen and her ministers, he stood perfectly acquitted of all misconduct. The discontinuance of his pension was produced by a second address, from the house of lords, to the queen, in the month of February 1704-5.

sioned by an error in the date, which we apprehend should be, at least, as far back as 1668. We suppose him to have been originally a Dutch commander, and most probably the same person who deserted that service in disgrace, during the first war with the States General. He repaired immediately to England, and gave such information to the English court as caused it to project, and carry into successful execution, the attack on the islands of Ulie and Schelling, in the year 1667. We are induced to believe him to have been the same person from the circumstance of his never appearing to have been employed, except in the instance just given. The following story, which accounts for it, is given by Campbell, extracted from the Life of De Ruyter, part the first, p. 373, 374. "One captain Heemskirk, a Dutchman, who fled hither for fear of being called to an account for misbehaviour under Opdam, was the author of this dismal scene. He was one day at court, and boasting, in the hearing of king Charles the Second, the bloody revenge he had taken upon his country, that monarch, with a stern countenance, bid him withdraw, and never presume to appear again in his presence. He sent him, however, a very considerable sum of money for the service, with which he retired to Venice." This instance of magnanimity in that generous prince has been long, and highly applauded by the Dutch.

HOSKINS, Benjamin,—was made commander of the Cleveland yacht on the 5th of September 1688. After the revolution \* we find him commander of several capital ships, in particular of the Restoration of seventy guns, in the month of June 1693. From this ship he was removed, in the following month, to the Royal William, a new first rate, mounting one hundred and six guns, as capt. to the earl of Danby, afterwards better known by the title of marquis of Carmarthen, who had hoisted his flag on board her as rear-admiral of the blue. He appears to have continued a long time in this very honourable command, most probably till the peace at Ryswic took place; and served

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\* On the 31st of May 1690, he was appointed commander of the Crown.

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under various admirals\*, during that period, with very distinguished reputation. We do not believe he was employed after the year 1697; but in the year 1702 went into a very honourable retirement, having had a pension of ten shillings a day, for life, settled upon him on the 1st of January. On the 8th of December 1705, he was also appointed one of the captains of Greenwich hospital, a station in which he died on the 30th of September 1712.

**JOHNSON, Thomas**,—was appointed second lieutenant of the *Success* on the 23d of June 1679; and, on the 4th of November 1682, of the *Forefight*. On the 19th of June 1685, he was promoted to be first lieutenant of the *Reserve*; and, on the 29th of April 1687, of the *Hampshire*. On the 30th of August 1688, he was made captain of the *Swan*; and died, at Greenwich, on the 28th of October 1690.

**JENNIFER, John**,—was made lieutenant of the *Barnaby*, by prince Rupert, as early as the year 1672: on the 20th of November 1677, he was appointed to the same station on board the † *Assistance*; and, on the 13th of March 1678-9, was removed into the *Guernsey* as second lieutenant. From the time he quitted this ship till the 10th of May 1687, he does not appear to have had any appointment; but he was, at the time just mentioned, promoted to be first lieutenant of the *Nonfuch*; and, on the 29th of August 1688, of the *Guardland*; which ship he was, on the 18th of the following month, promoted to the command of. In the year 1689, he was made captain of the *Edgar*: in this ship he behaved with very distinguished gallantry at the battle off Beachy Head, in

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\* In particular sir David Mitchell, vice-admiral of the blue, in the year 1696.

† When captain Gardiner (see vol. i. p. 383) was appointed commander of this ship, he procured Mr. Jennifer, whom he had formerly recommended to the notice of prince Rupert, to be appointed his lieutenant; as he had before been, when captain Gardiner was made commander of the *Barnaby*. Mr. J. continued with his patron till the time of his death, in the month of March 1679; and, after that event, the temporary command of the ship devolving upon him, he convoyed to Tangier a small fleet of merchant ships, which had rendezvoused at Leghorn waiting for his protection.

which he unfortunately received a wound which occasioned his death, and in a manner truly lamentable, as he miserably lingered till the 2d of February 1690-1, upwards of seven months after the fatal accident had taken place.

LATON, John,—was appointed second lieutenant of the *Faulcon* early in the year 1685; and, on the 9th of August following, was removed into the *Bristol*; of which ship he was promoted to be first lieutenant on the 10th of May 1687\*. On the 15th of June 1688, he was made captain of the *Lark*, on the 23d of July of the *Mary*, and on the 22d of October of the *St. Alban's*; the latter of which appointments he received from lord Dartmouth, the commander-in-chief of the fleet. He continued captain of this ship, which appears to have been principally employed as a cruiser for a considerable time after the revolution, and met with very considerable success in capturing a number of ships belonging to the enemy. He was soon afterwards promoted to the *Montague*, a third rate; and was unfortunately killed†, on the 2d of January 1690-1, in a petty encounter with a large French privateer, who rashly attempted to defend herself against his superior force.

LEAKE, Sir John,—was the second son of captain Richard Leake, master gunner of England, an appointment of considerable note, which he obtained by dint of personal merit. Sir John was born at Rotherhithe in the

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\* This ship was one of the squadron sent with the duke of Grafton to escort the betrothed queen of Portugal to Lisbon in the month of August 1687. Mr. Laton was, on this occasion, presented, by the royal bridegroom, with a very valuable diamond ring, an anecdote in itself trivial, but rendered more consequential from the circumstance of his being the only officer of his rank who appears to have received that honour.

† Extract of a letter from Plymouth, dated January 6, 1690-1.

“ This day arrived here their majesties ship the *Montague*, with a French prize, being a privateer of twenty-four guns mounted, and ten in the hold, which that ship took some days ago, about 16 leagues to the westward of Ushant, after a fight of two or three hours, in which captain Layton, commander of the *Montague*, and one man more on our side, were killed; but of the French, it is said, between forty and fifty were killed and wounded: one hundred and thirty are brought ashore prisoners.”

year 1656; and, following the steps of his father, entered very early into the navy. He served as a midshipman on board the Royal Prince in the memorable sea-fight between the English and Dutch, on the 10th of Aug. 1673, being then only seventeen years old. At the conclusion of the war, an event which took place very soon after, Mr. Leake finding his hopes of preferment in the royal navy at least postponed, engaged, for a short time, in the merchant's service. He quitted it on being appointed to succeed his father as gunner of the Neptune.

Continuing to render himself as conspicuous as his youth, and the peaceable disposition of surrounding states, ever unfavourable to naval and military promotion, would permit him, he was, on the 24th of September 1688, appointed commander of the Fire Drake fireship. In this vessel he was present at the battle of Bantry Bay, where he found an opportunity of performing a signal service by firing one of the French line of battle ships, commanded by the chevalier Coetlogon. This he was enabled to do by an invention of his father's, called a cushee piece, a species of cannon, throwing a small shell, or carcass, instead of shot. Admiral Herbert, who commanded in chief, did every justice to his merit, by appointing him, two days after the battle, to command the Dartmouth frigate of forty guns.

On the 28th of July following he relieved the city of Londonderry, at that time hard pressed by king James's army, consisting of 30,000 men. He effected this service in spite of every impediment a very powerful and active enemy could contrive, to impede, and prevent his success. The Dartmouth being paid off at the close of the year, Mr. Leake was appointed captain of the Oxford of fifty-four guns; and, in the month of May following, was promoted to the command of the Eagle, a third rate of seventy guns. He was one of the members of the court-martial appointed for the trial of the gallant but unfortunate earl of Torrington, and proved himself, on that memorable occasion, to be one of those truly valuable persons, who, ever bent on the strict performance of their duty, ever zealous in the pursuit of true honour, are neither to be intimidated by the clamours of disappointed  
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faction, or allured by the pleasing prospect of courtly favour.

At the battle off La Hogue, being still commander of the Eagle, he continued to preserve that character for gallantry he had before so industriously laboured to acquire. The bare recital of his loss is a sufficient proof of the very conspicuous share he bore in the action; seventeen of the Eagle's guns being dismounted, seventy of her men killed and one hundred and fifty wounded. On the Monday following, four days after the action, sir George Rooke shifted his flag into the Eagle, disabled as she was, for the purpose of destroying thirteen of the enemy's ships under cape La Hogue: which service being effectually performed, the fleet returned home; and the Eagle being put out of commission, Mr. Leake was appointed to the command of the Plymouth, a third rate; from which he was soon after removed into the Ossory, a second rate of ninety guns. This ship proving leaky it was ordered round to Chatham for repair. Early in the ensuing spring, captain Leake, still continuing in the Ossory, joined the fleet destined for the Mediterranean service under the command of admiral Ruffel. But the French, still smarting under their defeat at La Hogue, suffered themselves to be pent up quietly in Toulon. No other advantage therefore was derived from the expedition, than that of the English fleet riding triumphant, two years successively, unmolested by the enemy; consequently no opportunity offered itself to capt. Leake of doing more than that, which is a bare cold satisfaction to a man of an enterprising turn, "*maintaining, on all occasions, the character of a diligent and attentive officer.*" The same cautious line of conduct being pursued by the French during the rest of the war, the same poverty of enterprise of course attended the measures of the English. The peace of Ryswic taking place soon after (Sept. 20, 1697) the Ossory was, on the 5th of December, put out of commission, when captain Leake was out of employ, though for the first time since he had become a naval commander, in the year of the revolution.

On the death of his father, which happened in the month of July 1696, his friends much wished to get him appointed his successor as master gunner of England; and admiral Ruffel in particular, wrote to the earl of Romney, who

who was, at that time, master-general of the ordinance, soliciting the appointment for him. The application would, no doubt, have been successful; but having been made without the knowledge of captain Leake, so was it without his approbation also. He declined, however, the good and well-meant offer of his friends, on this occasion, in the handsomest terms: but in a short time wearied with that inactivity produced by peace, and which must ever be irksome to a man whose life had, till then, been spent in active employment, he turned his thoughts towards procuring the office of commissioner of the navy. He was dissuaded from this intention by his friend admiral Churchill, and appointed to the command of the *Kent*, a third rate, in May 1699. The peace still continuing, he was put out of commission in the February following. In the beginning of the year 1701, on the prospect of a fresh war with France, he was appointed to the *Berwick* of seventy guns; and, after a second twelve-month of inactive service, was again put out of commission in January 1701-2.

The hour now approached when the insulting and turbulent behaviour of Louis the XIVth caused him to enter into a more busy scene of life. On the preparation for war just before the death of king William, he was recommended, by his old and steady friend, admiral Churchill, as the fittest man in the service to be captain to the earl of Pembroke, at that time appointed lord high admiral; and who never having been bred to the sea, consequently required the extraneous assistance of the greatest professional abilities he could procure, in aid of his own natural gallantry and spirit. The death of king William, which happened almost immediately afterwards, prevented his ever going to sea in that station; and caused not only his removal, but that of the earl of Pembroke also, in order to make room for the appointment of George, prince of Denmark, for whom, it is said, that office had been long designed. Captain Leake was, however, appointed to the command of the *Association*, a second rate, the very day he was removed from his former station; and, in three weeks afterwards, commodore of a squadron destined for Newfoundland. On this occasion he removed from the *Association* to the *Exeter*, a fourth rate  
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of sixty guns; the former ship being too large for the service he was now going upon. He performed every thing that the most sanguine expectation could have formed to itself; having, in the course of his summer's cruise, taken or destroyed upwards of fifty of the enemy's ships and vessels, as well as completely routed them from all their considerable settlements on the shore. On the 9th of December following he was appointed rear-admiral of the blue; and, in the next month, commander-in-chief at Spithead. Still continuing in the same current of promotion, he was, in the beginning of March, advanced to be vice-admiral of the blue. The naval campaign of 1703 furnished no incident worth commemorating. The vice-admiral accompanied sir Cloudesley Shovel to the Mediterranean, but the lateness of the season prevented all exploit. The fleet returning in the month of November, the vice-admiral arrived in the Downs just before the great storm\*, which, notwithstanding the accident of the Restoration, a third rate, driving athwart his hawze, he was, from having taken timely precaution, fortunate enough to weather. Early in the month of February he received the honour of knighthood, and on the 19th of the same month took upon him the command of the squadron destined to convoy the troops to Lisbon; where, having arrived with his charge in perfect safety, on the 2d of March, he put himself under the command of sir George Rooke, who had sailed thither some time before. On the 27th of April they quitted the Tagus, to which they were returning after an unsuccessful cruise in the Mediterranean; but, at a council of war held on the 17th of June, that resolution was changed: and, after some farther consultations, it was resolved, as it is said, at the express instance and advice of sir John Leake, to attempt Gibraltar. The success of this enterprise is known to all.

In the month of August sir John Leake commanded the van division of the combined fleet at the battle of Malaga, his ship, the Prince George, being the fourth in

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\* By which pre-eminent name it is generally known and distinguished.

the line. After a close action of four hours he compelled *monf. d'Imfreville*, vice-admiral of the white and blue, to bear away. He was soon after followed by the rest of the white and blue, or van squadron of the French. On the return of the fleet to Gibraltar after the engagement, *sir John Leake* was appointed, by *sir George Rooke*, to take the command of the squadron left for the protection of that place. On this occasion he shifted his flag from the *Prince George* to the *Nottingham*, a fourth rate, the former ship being sent to England to be repaired. Having, while he was refitting the squadron at Lisbon, received advice that Gibraltar was attacked by the French, he used the utmost dispatch in getting ready for sea : and being joined by a reinforcement of Dutch ships, as well as by some English men of war, he sailed on the 25th of October upon that service. Having made his passage in four days, he had the good fortune to surprise, in Gibraltar Bay, the enemy's light squadron, their line of battle ships having sailed to the westward some days before; so that the French only lost, on this occasion, two frigates of thirty-six guns, one of sixteen, a fireship, and several smaller vessels, which run on shore, and were burnt to prevent their falling into the hands of the English.

The garrison being thus relieved, *sir John* continued to afford it every countenance and assistance in his power, till certain intelligence of the enemy's making every preparation to attack him, with a force so superior that resistance would be almost fruitless, rendered it necessary for him to quit the bay, in order to meet his reinforcements that were daily expected from England and Lisbon. Owing to those impediments, and contrary accidents which all naval transactions are ever liable to, *sir John* did not meet the convoy of troops which were on their passage from Lisbon, guarded by four men of war. These, on the other hand, were unlucky enough to fall in with the French fleet off *Cape Spartel*; but *Fortune*, aided by good conduct, favouring them, they got safe into Gibraltar with the loss of one transport only. *Sir John* arrived at Lisbon in January following, and used the utmost diligence in refitting. Having been reinforced, by *sir Thomas Dilkes*, with five men of war from England, he hoisted his flag,

as vice-admiral of the white\*, on board the *Hampton* Court of seventy guns; and, on the 6th of March, sailed with the fleet, consisting of thirty-five sail of the line, twenty-three of which were English, the rest Dutch and Portuguese. On his entering Gibraltar Bay he found the French admiral, *Ponti*, endeavouring to escape with his squadron; but giving chase to them the whole were taken or destroyed†. In consequence of this victory the siege was

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\* Having received, by sir Thomas Dilkes, his commission as vice-admiral of the white, and commander-in-chief in the Mediterranean.

† "St. James's, April 21, 1705. This day came in letters from sir John Leake, dated in the Bay of Gibraltar, the 31st of March O.S. that give the following account;

"On the 6th of that month he sailed from Lisbon with the confederate squadron under his command. The 9th, at noon, he got in sight of Cape Spartel; but not having day enough to reach Gibraltar, he lay by to prevent being discovered from the Spanish shore, to the end he might surprise the enemy in the Bay early the next morning. The weather continued fair till after midnight; then the wind shifted from the N.N.W. to the S.W. with much rain and thick weather, which hindered his making sail so soon as he intended. About half an hour past five in the morning the squadron got within two miles of Cape Caberita, and discovered only five sail making out of the Bay, at whom a gun was fired from Europa Point; whereupon, concluding that the garrison was safe, they gave chase to those five ships, which proved to be the *Magnanimous*, a French man of war of seventy-four guns; the *Vaisseau* of eighty-six (this ship is generally called the *Fleur-de-lis*); the *Ardent* of sixty-six; the *Arrogant* of sixty; and the *Marquis* of fifty-six. At first they made for the Barbary shore; but seeing our fleet gained upon them they stood for the Spanish shore. At nine o'clock sir Thomas Dilkes, on board her majesty's ship the *Revenge*, together with the *Newcastle*, *Antelope*, and a Dutch man of war, got within gun-shot of the *Arrogant*; and, after a very little resistance, she struck, the *Newcastle's* boat getting first on board her. Before one o'clock the *Ardent* and the *Marquis* were taken by two Dutch men of war; and the *Magnanimous*, with the *Vaisseau*, driven ashore a little to the westward of Marbella; the former, which the baron De *Ponti* was on board of, run ashore with so much force, that all her masts came by the board as soon as she struck upon the ground, and only her hull, from the taffrail to the midships, remained above water, which the enemy set fire to in the night, as they did to the *Vaisseau* the next morning. After this engagement was over, our squadron got farther from the shore, and on the 12th looked into Malaga road, where her majesty's ships, the *Swallow* and *Leopard*, chased a French merchantman on shore, of about three hundred tons, which the enemy burnt. The wind continued westerly for some days, with very bad weather, which drove our squadron up as high as *Rocketta*, where they anchored



was immediately raised ; and the prince of Hesse, as a mark of the high sense he entertained of the service rendered him by the fleet under sir John's command, presented him with a gold cup, which he had purposely procured.

After having performed this eminent service sir John Leake returned to Lisbon, where he was joined, by sir Cloudesley Shovel, with the armament from England\*, in the month of June. On the 22d of the same month they sailed for the Mediterranean to assist king Charles in the farther reduction of Spain. The grand object of attack was Barcelona, which having surrendered, sir Cloudesley Shovel returned, with the main body of the fleet, to England, leaving sir J. Leake once more commander-in-chief in the Mediterranean. After having encountered the greatest difficulties and hardships, from the accumulated misfortunes of short allowance, contrary winds, and sickness, he arrived from thence on the 16th of January at Lisbon. The usual business of refitting being entered upon with the utmost dispatch, on the 25th of February he sailed on an expedition against the Spanish flota at Cadiz ; but, owing to the unaccountable conduct of the Portuguese, who had laid an embargo on all ships, and which he was unwilling to break through, he did not pass the bar till the 27th. On his arrival off Cadiz he

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anchored forty-eight hours, and then put to sea again, but could not get back to the bay of Gibraltar before the day on which these letters are dated. Her majesty's ships the Kent, Orford, and Eagle, had joined them two days before off Malaga. The Expedition and Panther had, on the 27th, chased ashore, near Cape de Gatt, a French merchantman of about two hundred and fifty tons, and thirty guns, bound to the West Indies, to which they set fire. The Assurance and Bedford had taken two sattees. Sir John Leake adds, that the rest of the enemy's ships, which were at Gibraltar, had been driven from their anchors some days before he arrived there ; and, as is believed, were in the Malaga road when his Squadron engaged the other five ; but, upon hearing the report of the guns, had cut their cables and made the best of their way to Toulon ; but of this, however, he had no certainty. He writes farther, that the enemy's forces before Gibraltar had drawn off some of the cannon from their batteries, and in all probability were either going to raise the siege, or to turn it into a blockade."

\* Sir John's old ship, the Prince George, was one of this fleet. He immediately returned to her as his flag ship.

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found the *flota* had, through the treachery of the *Portuguese*, been apprized of his intended visit, and left that place the day before, with so favourable a wind as rendered it impossible for him to overtake them. On the 29th of March he arrived in Gibraltar Bay, where he received a letter from king Charles, informing him of the extreme distress he was reduced to, being closely besieged in Barcelona, and pressing him to come, with the utmost expedition, to his relief. Contrary winds prevented sir John from entering on this service till the 13th of April, when, having been joined by sir George Byng with a reinforcement from England, he sailed, and arrived off Barcelona on the 26th. The French Squadron under the count De Tholouse, according to their wonted good fortune, having been informed of sir John's approach the night before, retired with the utmost precipitation. Five days afterwards the duke of Anjou raised the siege, abandoning to his rival all his cannon, camp equipage, and military stores. This act, as well the most glorious as the most fortunate, being achieved, sir John sailed for Valencia, from whence he proceeded to Carthage; which important place he immediately reduced and took possession of. From thence he proceeded to Alicant, which was stormed by the boats of the fleet on the 28th of July; but the castle continued to hold out till the 24th of August.

After the reduction of the castle of Alicant, sir J. Leake sailed for Yvica and Majorca; both which having surrendered to him, he prepared to return to England a few days afterwards, and arrived in perfect safety, after encountering a dreadful storm in the bay of Biscay. It is needless to say, that after so successful an expedition he was received with acclamations by the populace, and with marks of the highest favour by his sovereign. Prince George of Denmark, then lord admiral, presented him, as a token of his esteem, with a very valuable diamond ring and a gold-hilted sword. The queen gave him a more substantial mark of her esteem, by ordering him a thousand pounds. The following year sir John Leake commanded in the Channel. The French having no fleet at sea, but contenting themselves with little desultory expeditions against our convoys, in which (notwithstanding sir John's vigilance) they were too successful;

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no opportunity offered itself of performing any transaction worthy notice. But, in the year after, having been appointed admiral of the white, and commander-in-chief of the fleet, he was again sent to the Mediterranean; and in his passage to Barcelona, having fallen in with a fleet of victuallers belonging to the enemy, and taken seventy-five sail of them, he was enabled, a second time, to rescue king Charles, and Barcelona, from destruction; and as he had in the former instance delivered them from the swords of their antagonists, so on the present occasion did he save them from the no less certain and horrid enemy, famine, brought on them in consequence of the duke of Anjou's success at Almanza.

Barcelona being relieved, he sailed for Italy, whence he convoyed king Charles's consort to him, together with a very considerable reinforcement of troops which accompanied her. Having landed his important charge in safety, his next enterprize was the reduction of the island of Sardinia, which was quickly followed by an equal success in an expedition to Minorca. These services (which were honoured at home with a medal struck purposely on the occasion) being performed, and the season far advanced, he prepared to return again to England, where he arrived the latter end of October. During his absence in the Mediterranean he had been appointed one of the council to prince George of Denmark, in his capacity of lord high admiral: but he hardly arrived time enough to take possession of his office, his highness dying on the 28th of October, in six days after sir John's return to Portsmouth. In the ensuing campaign he was again appointed admiral of the fleet, by the earl of Pembroke, successor to prince George; and, on the 24th of May following, was constituted, by patent, rear-admiral of Great Britain. This appointment, highly honourable in itself, was rendered still more so by the very honourable manner in which it was bestowed on the present occasion. Queen Anne had purposely kept it vacant ever since the death of sir Cloudesley Shovel; and now conferred on sir J. Leake without the smallest interposition on the part of her ministers, or application from his friends. In bestowing, she used, as is reported by Campbell, the following high compliment, "*that she was put in mind of it by the voice of the*

*of the people.*" He continued in his command in the British seas, but without performing any exploit worth commemorating, for which the only excuse is, his having no opportunity of doing it.

On the 8th of November the office of lord high admiral being put into commission, sir J. Leake was included in it, and admiral Aylmer was appointed admiral and commander-in-chief in his room. On lord Orford's resignation he became (regularly) first commissioner of the admiralty: this post, however, we are told, in his Life published by Stephen Martin Leake, esq. "*He thought proper to decline, wishing to avoid the odium sometimes attached, through ill-success, to the office, and contenting himself with performing the office of chairman as a mere private member only.*" In January he was again appointed admiral and commander-in-chief of the fleet; but the French keeping in port, as they had been of late accustomed, the only operation performed was, an harmless cruise. The enemy continuing to persevere in the same conduct during the remainder of the war, the same compulsive inactivity prevailed on the part of the English. The preliminaries of peace being settled in July 1712, sir John was sent, with general Hill, to take possession of Dunkirk according to the treaty. Having executed his part of the commission, sir John, at the end of the same month, struck his flag and returned once more to a private station. He was again appointed admiral of the fleet the ensuing year, but there is no certain account of his ever having even hoisted his flag. On the death of the queen, and the consequent accession of George the First, sir John was not only dismissed from the admiralty board but deprived of all his other appointments.

To crown at once the ill usage he met with from those persons who, at that day, called themselves friends to their country, this man, who had spent the whole of his life honestly and with unblemished reputation in its service, who had procured it at least as solid, if not as brilliant, advantages as any either of his contemporaries or predecessors had done, was obliged to retire on a munificent pension of 600*l.* a year, a sum barely equivalent to his half pay; yet this he accepted without a murmur; without the smallest attempt, by painting the hardships of his case, to render odious the government of that country to  
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which he had ever proved himself a steady friend, a zealous defender, and an able minister. Retiring to a country villa, erected by himself, near Greenwich, he continued ever afterwards to live a private life; and died on the 21st of August 1720, in the sixty-fifth year of his age.

LEGGE, Thomas,—is supposed to have been the son of John, third brother of William Legge, father of the first lord Dartmouth. Entering into the navy, he was made lieutenant of the *Mary* on the 24th of May 1688; in this ship he did not long continue, being removed into the *Deptford* on the 1st of June following; and on the 3d of September into the *Resolution*. On the 26th of November, in the same year, he was promoted, by his relation lord Dartmouth, to be captain of the *Dartmouth* fireship. After the revolution he returned to his former station of lieutenant, having served in that capacity on board divers ships; and in particular, in the year 1693, as first lieutenant of the *Rupert* of sixty-six guns, at that time commanded by captain, afterwards admiral Beaumont.

His advancement in the navy being remarkably slow, we do not meet with him acting again as a commander till the year 1696, at which time he became captain of the *Strombolo*. From this vessel he was, very soon afterwards, removed into the *Discovery* brigantine, one of the light vessels employed this year to cover the attack of the French sea-ports. We find nothing farther relative to him till after the accession of queen Anne, when he very conspicuously distinguished himself under the command of rear-admiral Dilkes, at an attack made on some French ships laying in Cancele Bay. His gallantry on this occasion was rewarded by a gold medal struck purposely to perpetuate the event, and stimulate an emulation on future occasions of the bright example afforded in that we are treating of.

Soon after this time, captain Legge was appointed to command the *Antelope* of fifty guns, and sent to Gibraltar under the command of sir George Rooke. He was present in this ship at the well-known engagement with the French fleet off Malaga, but is not supposed to have borne any very active part in it, from the circumstance of his having had none of his men either killed or

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wounded. Soon after this time a charge of misconduct was preferred against him, but on what particular occasion we have not been able to discover. The specific accusation against him was, his having been guilty of a breach of orders. He was tried for this offence by a court-martial, of which sir John Leake was president, held at Lisbon in the month of January 1704-5. The charge made against him being proved, to the satisfaction of the court, he was dismissed both from the command of the *Antelope* and from the service. The time of his death is not known to us.

LEY, Thomas,—was the descendant of a very noble family which has, at different periods, flourished in several parts of England, and especially in the counties of Devon and Cheshire, in the latter of which many of its descendants enjoy, even at the present day, very noble and extensive possessions. From one of its numerous branches was descended James Ley, first earl of Marlborough, whose gallantry we have already had occasion to record, vol. i. p. 59.

Mr. Ley was appointed lieutenant of the *Dartmouth* on the 16th of April 1678; of the *Orange Tree* sometime early in 1682; and, during the same year, of the *Mermaid*: to this vessel he was twice afterwards commissioned as lieutenant, first on the 1st of June 1684; and, secondly, on the 1st of April 1689. On the 24th of October 1688, he was promoted to be captain of the same ship. After the revolution, his abilities and gallantry being held in the highest estimation, procured him the command, at different times, of several capital ships. In 1690 he was captain of the *Portland*, one of the fleet sent to the Mediterranean under vice-admiral Killegrew, who, just before his return, detached captain Ley, with the *Portland*, *Greenwich*, and *Falcon*, to Scandaroon, as convoy to a fleet of merchant-ships. In 1693 he was captain of the *Albemarle* of ninety guns. As an officer, in whose conduct and bravery the greatest trust could be reposed, he was stationed in the line as one of the seconds to lord Berkeley when vice-admiral of the blue, and when that noble commander was, in the month of July 1693, promoted to be admiral of the blue, as successor to sir John Ashby, he was removed into the same station in  
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that division, at the express desire, as it is said, of the admiral, who had conceived the highest opinion of him. In 1696 he commanded the *Dutchess*, a ship of the same rate as the *Albemarle*, and was stationed by sir C. Shovel, who had hoisted his flag on board the *Queen* as admiral of the blue, to be one of his seconds during the naval operations of the main fleet in that year. The warlike efforts of each party, which had for some time been remarkably languid, acquired, soon afterwards, a temporary cessation from the peace of Ryswic.

When sir George Rooke was appointed admiral of the fleet destined for the expedition against Cadiz, he nominated captain Ley to be his first captain, a most honourable station, and, during the time of actual service, of equal rank with a rear-admiral, so that we find him a constant member of the several councils of war held during that period. He did not survive the unfortunate failure of this enterprise, dying at Cadiz on the 19th of September, being the very day sir G. Rooke put to sea from thence, finding the most distant hopes of success at an end.

MILLISON, Gabriel,—was appointed third lieutenant of the Royal Catherine yacht in the year 1673. We hear nothing farther of him till the year of the revolution, when we find him made first lieutenant of the *Resolution*. On the 14th of December in the same year he was promoted, by lord Dartmouth, to the command of the *Katherine* yacht. We do not believe he ever held any naval appointment after the accession of William the Third.

MUNDEN, Sir John,—is very frequently mistaken, by historians and others, for sir Richard Munden, of whom we have already given some account, vol. i. p. 243. He was, most probably, of the same family; but, certainly, was no immediate relative. Sir John was appointed second lieutenant of the *St. David* on the 30th of Nov. 1677; on the 16th of July 1681, he was made lieutenant of the *Constant Warwick*; on the 17th of June 1685, of the *Mary Rose*; and, on the 31st of July 1686, of the *Charles* galley. On the 23d of July 1688, he was promoted, by king James, to the command of the *Half Moon* fireship; and, by lord Dartmouth, on the 14th of December, to that of the *Edgar*. Some persons have insi-

nuated he was much neglected by king William, in the early part of his reign, from a suspicion of his being attached to the Roman Catholic persuasion. The very reverse we believe to have been the fact. We are much strengthened in this opinion by several circumstances, and indeed his last appointment is alone sufficient to refute this vague charge. All such officers as laboured under the smallest suspicion of attachment to the late king, or whose principles, both political and religious, were not known to be strictly congenial to the cause and interest of the prince of Orange, were ordered to be dismissed from their commands, and their places supplied by such men as had been active in the cause, or could, at least, be depended upon for their cordial, and strenuous support. Nevertheless, although this appointment sufficiently proves the fallacy of the above suggestion, yet, for some few years, captain Munden appears to have made his way in the service rather slowly. He did not long continue in the command of the *Edgar*; and we have no information relative to him after this time till we find him, in 1693, commander of the *St. Michael*, a second rate; in which ship he was stationed, during the whole of the summer, to lead the van of the commander-in-chief's division, a post of high honour.

During the remainder of the war he appears to have always held the command of some capital ship attached to the main fleet\*. In 1695 he was captain of the *London*, and in the following year of the *Victory*, a first rate, one of the seconds to lord Berkely, at that time commander-in-chief of the fleet. After the peace at Ryswic he was appointed to the *Winchester*, and sent as commodore of a small squadron to the Streights, which had for its principal object, a negotiation for the redemption of all the English captives that were in the dominions of the Emperor of Morocco. This treaty was very happily, and completely effected. He continued afterwards on this

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\* In 1694 he sailed for the Mediterranean under admiral Ruffel, and was sent home from thence, towards the close of the year, with some of the largest ships. He is called at this time, by Campbell, *for John Munden*; but he did not receive the honour of knighthood till some years afterwards, as will be seen anon.

station



station till the latter end of the year 1700, having arrived in the Downs, with his little squadron, on the 2d of November. His diligence and attention, while employed in this service, strongly recommended him to the favour and notice of king William; so that, on the 14th of April 1701, he was promoted to be rear-admiral of the blue; and, on the 30th of June following, to be rear-admiral of the white, and commander of the squadron appointed to convoy his majesty to Holland. The king embarked on the following day, and immediately conferred the honour of knighthood on the rear-admiral, who went on board the William and Mary yacht to receive him. This period appears the zenith of sir John's fortune. Soon after the accession of queen Anne, he was appointed commander of a squadron consisting of eight third rates, a fourth rate, and two frigates, fitted out for the purpose of intercepting a squadron of French ships of war, that were expected to sail from the Groyne for the Spanish West Indies, having on board the new viceroy of Mexico. The former proofs he had given of courage, diligence, and activity, were the sole recommendations which procured him this appointment. As the first undertaking in the war, the eyes of the whole nation were turned on the expedition with more than ordinary expectation; and the disappointment which attended it, swelled that censure which, even on ordinary occasions, would have pursued the unfortunate commander, into a degree of popular fury not to be allayed but by his absolute ruin.

Sir John failed, on the 12th of May 1702, with secret instructions, which he was not to communicate to the several captains under him till he reached a certain latitude. On the 16th he arrived off the coast of Galicia, and dispatched the Salisbury and Dolphin a-head to procure intelligence, a service which they were unable to effect. A second attempt was more fortunate; but the information procured in consequence of it, was such as, in the end, completely frustrated all hopes of success. The substance of it was, that thirteen French ships of war were daily expected at the Groyne from Rochelle. Sir John immediately made every disposition prudence, and his best skill could suggest, to enable him to intercept them. On the following day he got sight of the enemy close under shore, between the capes Prior and Or-

tugal. The squadron consisted of fourteen sail; but though sir John immediately chased them, and was supported in his pursuit, with the utmost alacrity, by the commanders under him, the French, superior both in numbers and force, declined a contest, and were content to seek their safety in flight, which their great superiority in sailing enabled them to effect.

There might be much misfortune in this; but we cannot discover the least criminality, nor does the latter part of his conduct appear, in any degree, to merit so harsh and cruel an appellation. Immediately on the escape of the enemy he called a council of war, to which he fairly submitted the intelligence he had received, and the consideration of what measures he should hereafter pursue. The determination was unanimous; and, considering the circumstances, appears to have been unavoidable. There were, at that time, in the harbour of the Groyne, seventeen of the enemy's ships: these were flanked by numerous, and well constructed batteries, which defended the entrance of the harbour, of itself narrow and extremely dangerous. After maturely weighing these several obstacles and impediments, it was decided the squadron should immediately return into soundings for the protection of trade. Want of provisions compelled sir John to return into port on the 20th of June; having effected nothing, during his absence, more than the capture of two merchant ships, from Martinico, richly laden. Universal clamour induced an immediate legal enquiry, and that enquiry produced an honourable acquittal.

The court-martial, convened for the purpose of investigating the conduct of this persecuted and unfortunate man, was held on board the *Queen*, a second rate, at Spithead, on the 13th of July. Sir Cloudesley Shovel was president: and while no innocent man, on one hand, could possibly desire a more upright, conscientious, and honourable judge, so, on the other, no person, whose conduct in the line of service would not bear the most critical examination, could hope the smallest relaxation from the censure or punishment his delinquency deserved, or flatter himself that the smallest punctilio of misconduct would escape his known discernment and observation. The inferior or private members, who composed  
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the court, were all of them men of the same honourable and respectable character, yet was sir John fairly acquitted of the several charges urged against him on this occasion\*.

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\* We find the following defence of his conduct on this occasion, written by sir John himself, and inserted by Boyer in the annals of queen Anne. We hope we shall stand excused for inserting it here, as many persons may not have seen it, and as it is a full, circumstantial, plain, and unadorned account of the transaction under consideration.

"The 6th of May I received my orders to sail, and I believe I may, without vanity, say, a greater dispatch could not have been made, to get the ships ready to sail, than was done by me. At the time when I received my orders, few of them to go with me, being more than half manned. The 9th I sailed from Spithead and anchored at St. Hellens, some of the ships not getting out. The 10th I sailed from St. Hellens with eight third rates, one fourth, one fifth, two fireships, and a smack—keeping the design I was going on from every body, being enjoined to secrecy. The 12th, being clear of the land, I made a signal for speaking with all the captains in the squadron, and communicated to them my orders; and consulted them about proper methods to put my directions in execution: and it was, by all the captains, unanimously resolved, that to go into the Groyne with the squadron was impracticable, we being all strangers to the going in, as also to the formidable strength of the place; it being foul ground and a narrow entrance, as appears by the woggoner; and that if the squadron could get in, there was no appearance of getting out again, because there is no going in and coming out again but with different winds, so that instead of doing service it might prove of great prejudice, by the loss of so considerable a squadron of ships. However, that the intended service might be most conveniently executed, it was thought best to lie with the squadron, so as not to be discovered, sixteen leagues north-west from Cape Prior, the easternmost cape at the entrance of the Groyne, and send a frigate into the shore to gain intelligence; and then, if it was found that the French were got to the Groyne, to lie in the fair way of Cape Finister to intercept them, but if not come to the Groyne; then to cruise in a station off Cape Prior, in order to intercept them as they came from France for the Groyne, and if we gained intelligence that the ships of France, with the soldiers of Spain, were sailed for the West Indies, then to proceed into the soundings, to secure our trade according to my orders.

"This result was signed by all the captains of the squadron the day above-mentioned.

"From the 12th to the 15th was spent in making the best of our way to the land; and on the 15th, in the evening, we made the land; and immediately I gave orders to the Dolphin, and Salisbury, to look into the Groyne, and use their utmost endeavour to gain intelligence: and the squadron was to lie undiscovered, in the station agreed on by the council of war on the 12th, till the ships I sent for intelligence returned to me again,

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The tenor of them was, first, that when the enemy was expected he stood too far from the land, and by that means afforded

" The 17th I called for all the captains to enquire if they had any one aboard that knew the land. Captain Fairfax sent for a man, who assured me the land seen was cape Ortegal: then I made the best of my way to the rendezvous, to find out the ships I had sent to the shore to gain intelligence.

" The 18th I spent in the rendezvous, but could not find the two frigates, which put me in fear that the design was discovered and the frigates taken.

" On the 19th I called all the captains to me, and made strict inquiry if they had any body on board that knew the Groyne. Lieutenant John Babb of the Ipswich, and Gilbert Dobson from the Restoration, were all that could be found in the squadron. Lieutenant John Babb said he resided there eight months, had seen and observed the place and forts thereabouts, and gave the following account:

" That the going into the harbour of the Groyne is very narrow, with foul ground on both sides; that there is a very strong castle at the entrance on the harbour side, with near one hundred guns upon a rock and platforms between Hercules's pillars and that castle: that on the lar-board side there is a mud fort, whereon are about twenty guns: and also within the bay, on the same side, there is a platform adjoining to the church, that commands in the harbour. At the easternmost part of the town there is a strong citadel that commands every angle of the harbour: that the wind with which you go into the harbour is very far different from the wind that brings you out, inasmuch that the packet-boats have often been obliged to warp out.

" Gilbert Dobson having been pilot with Biscayer's and Portuguese three or four years the last war, was well acquainted with the harbour hereabouts, about a year since, and said the going into the harbour of the Groyne is narrow, being about three cables length over, and foul ground on both sides; and that in the sound without, it is also foul ground and dangerous to anchor there; it being also deep water. That on the star-board side going into the harbour there is a strong castle, upon a rock; and that on the lar-board side there is a strong battery. That there is a citadel commanding the harbour, besides guns mounted on the town walls; that when he was there, a French governor, officers and soldiers, were in the place, and possessed of the fortification; that they were then at work to add to, and augment the strength of the place, by mounting more guns. That the wind that carries ships into the harbour will not permit them to come out again.

" These persons accounts being maturely deliberated upon, it was unanimously agreed, by all the captains present, that to go into the harbour to attack the enemy there, was to run the squadron into such evil circumstances as to occasion the utter loss thereof, without the least prospect of doing any service to the nation, or any way injuring the enemy. That the Dolphin and Salisbury having been sent the 15th, at night, to look into the Groyne, for intelligence; and I lying with

afforded his antagonists an opportunity of escaping into the Groyne: secondly, that after such escape was effected he

the squadron from that time to this day in the rendezvous diligently looking out for them; and they not appearing all this while, it was therefore thought advisable to sail with the squadron to the rendezvous of cape Finister, in hopes there to find them, and get what intelligence we could from them, or by some other means to gain information.

" This result was also attested, as the other, by all the captains.

" From the 19th to the 22d the time was spent in getting to, and lying in the rendezvous, in hopes to find the two frigates: and early in the morning we had sight of a sail in the west, which proved an Englishman. Soon after, we had sight of two sail more in the east, which proved our two frigates sent on the 15th to gain intelligence, at which I was not a little satisfied: but when I spoke with them they had not got any advice of the enemy, which was some mortification to me. The 23d I spent in making the best of my way for the Groyne again. The 24th was spent in doing the same. The 25th we chased ten old coasters, but could not catch any for intelligence. In this evening I gave orders to the Dolphin, the Salisbury, and the smack, to look into the Groyne again, and to use their utmost endeavours to intercept something whereby we might get information. The 26th, captain Soanes, in the Dolphin, sent the smack to me, with the master, and a young man about twenty years old, which they took in a small barque that came from Rochelle. I could not learn any thing from the master, but that there were men of war fitted, and fitting out, but whither they were bound he could not, or would not tell me; but the young man declared freely, as followeth,—“ That it was a week since they came from Rochelle; and that there were then, near that place, twelve sail of French men of war, commanded by monsieur Du Cassé, ready to put to sea with the first fair wind; and that the Falcon, formerly an English man of war, was already sailed for the Groyne; and that there were five sail more at Rochford, all three-decked ships. He further said, that the ships from Rochelle were bound for the Groyne to take in soldiers, and carry them to New Spain.”

" So soon as I had gained this intelligence I made the best of my way with the squadron, by making all the sail I could to get the windward of the Groyne, and lie between cape Prior and cape Ortegal, that being thought the best place to intercept the enemy (as the wind was) that were bound for the Groyne.

" The 27th, in the morning, the scouts brought to me a Spanish boat, in which was a priest or friar, and several women. I examined the priest and boatman, and both of them told me that there were three French men of war at the Groyne; and that the duke of Albuquerque was there with two thousand soldiers; and that they daily expected twelve sail more of French men of war, which were to carry the duke and those forces to New Spain.

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he did not endeavour to force his way into that harbour and destroy them there : thirdly, that he called off the  
Salisbury,

“ I was glad to meet with the confirmation of what I heard the day before, and made all the haste in my power to get to the place before-mentioned to intercept them, and prevent their getting into the Groyne ; and ordered the two frigates to look well out to windward of the Squadron, earnestly plying, and in the evening we were close in with the shore to the eastward of Cape Prior, not being above two leagues off it, which was as near as I dared to come with the Squadron. Then we tacked and stood off, taking in our topsails that we might not be far from the shore in the morning : all we went off was not above ten miles. At three in the morning we tacked and stood in again with all the sail we could make. The weather remained hazy till about eight o'clock (the 28th day) then it cleared up, and we had sight of several sail to the S. E. of us, close in with the land. I immediately gave them chase (and made them in all fourteen sail) and, notwithstanding all my care and industry, they out-sailed us much, got into the Groyne, to my great grief and trouble for not having better success, though I am satisfied in my conscience, as are all the captains of the Squadron, that no body could have acted with more prudent care than I did.

“ Give me leave to observe to you, that my instructions gave me liberty to lie off Cape Finister, in case the ships expected at the Groyne were not arrived there, and there to cruize in expectation of them, or any other place where I thought convenient. It appears very plain, by my intelligence, that the ships were not arrived at the Groyne when I came on the coast ; and I might have gone off Cape Finister, where I had a very fair prospect of gaining great advantage both to myself and also to those that were with me ; but believing, in my conscience, that cruising there would be only to serve ourselves, and not her majesty and our country, I declined all manner of thoughts of getting riches, and proceeded with the Squadron to the most probable place to intercept the enemy ; by which I hope it doth plainly appear that my design was heartily to do the same, for had I entertained any other thought than that of intercepting and fighting the enemy (as I was falsely scandalized for) it is natural enough for any body to believe that I could have gone to the other place, which I might have done, and complied with my orders, not have seen the enemy, made my fortune, and, it may be, have been commended for my proceedings.

“ It is not a hard matter to persuade you, that if I had not done my duty, the captains, that have not got one groat in the cruise, would have been as ready as any body to have accused me, it being in my power to cruise where they might have got money ; but, instead of being accused by any man of sense, all the report, which was so industriously spread, only came from an ignorant master of a smack, who must be allowed, by the mob, to be a better judge than myself and all the captains of the Squadron.

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Salisbury, by signal, when engaged with a French ship of seventy guns : and, fourthly, that he had *liberated several men and women, taken in a Spanish vessel, which might have been exchanged for such English as were then prisoners at the Groyne*. On these heavy charges it was briefly decided that his disposition made for intercepting the enemy, as well as the several measures taken by him for that purpose, were proper, prudent, and irreprehensible ; that the attack of the Groyne, and the ships sheltering there, was neither prudent nor practicable ; that the calling off the Salisbury was conformable to his instructions ; and that the release of his *prisoners*, which were women, and persons in no degree to be considered in an *hostile* light, was conformable to the regulations established, even in war, between all such nations as were deemed civilised\*. National honour, however, as it was called, demanded a sacrifice ; and sir John, who had been fairly and honourably acquitted by the martial jury of his countrymen, was afterwards rendered amenable to a civil extra-judicial authority, which assumed to itself the right of passing on it, unqualified and irrevocable condemnation.

The notification of his dismissal was given in the Gazette, No. 3835, and in the following violent terms. " The queen having required the proceedings upon the

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" It is an easy matter for any slanderers-by to say, after a design has miscarried, that, if you had been on this place, instead of that, you had infallibly succeeded. And the same thing might have been said of me, that if I had not lain lurking under the shore we must have fallen in with them ; by which it appears that after-thoughts are always best.

" But if it be considered that the sea is a wide place, and that we did not miss the enemy above an hour and half's time, I hope my enemies will be persuaded to have another opinion of me.

" All hopes being over of intercepting the enemy, they being got into so strong a harbour, and so difficult a road by it, that we could not get at them ; and staying on that coast waiting for their coming out again, would be to no purpose ; it was the general opinion of all the captains, that we should sail to cruise in the soundings, according to order, to secure the trade of her majesty's subjects, and that of her allies.

" Signed,

Aug. 9th, 1702.

" JOHN MUNDEN."

\* Sir John, in consequence of his acquittal, re-boasted his flag on board the Victory on the 21st of July.

trial

trial of sir John Munden, rear-admiral of the red squadron, to be laid before her; and having considered all the circumstances relating to the expedition against Corunna, her majesty finding that sir John Munden has not done his duty, pursuant to his instructions, does not think fit to continue him in her service, and has therefore declared her pleasure, that his royal highness the lord high admiral should immediately discharge him from his post and command in the royal navy, and his royal highness has given the necessary orders for it\*." How great must have been the spirit of prejudice which could induce so just a princess to exert her prerogative, in opposition, as it may be called, to the legal decision of her subjects. Sir John appears to have lived ever afterwards in retirement, and to have died on the 13th of March 1718.

MYNGS, Christopher,—is supposed to have been the son of the very brave and well known admiral sir Christ. Myngs, who fell in the first Dutch war. He was appointed lieutenant of the Pearl in the year 1684; of the Oxford on the 10th of May 1687; on the 24th of May 1688, of the Mary; and, on the 1st of June, of the Deptford. On the 8th of September he was promoted to the command of the Sophia fireship, and continued to be progressively appointed to different ships after the

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\* In the Annals of queen Anne we find the following mean attempt to justify the treatment of this unfortunate man: the world will decide on the propriety of such a shallow defence, of what, this political advocate is compelled to confess, an act of injustice induced by necessity.

"On the 25th, sir John Munden, who had been sent out with a squadron of men of war to intercept a French squadron, commanded by mons. Du Casse, returned to St. Helens without having been able either to hinder the French from getting into the Groyne, or to fight them there. The queen bore this disappointment so impatiently, that a commission was afterwards sent down to inquire into sir J. Munden's conduct; and though he was acquitted by a court-martial, yet her majesty being informed that it was reported he had been favoured by his captains, she thought fit to lay him aside, wherein she was applauded by every body. For though sir John had behaved himself worthily, on all other occasions, and even acted to the best of his knowledge in this, yet *the least appearance of misconduct* deserves censure in the beginning of a new reign; for a vigorous inflicting of punishments contributes no less to the establishment of a throne, than an equal and generous dispensation of rewards."

revolu-



revolution. In 1693 he commanded the Woolwich of forty-six guns, one of the ships put under the orders of sir George Rooke, to convoy the outward-bound Smyrna fleet.

The countenance said to have been shewn to sir C. Shovel, by sir C. Myngs, was amply repaid by the former admiral to the son of his patron; and, in justice to his merit, we must own, very deservedly so. Among the papers of sir Cloudesley is the copy of a letter written by him to the commissioners of the admiralty, recommending captain Myngs to their notice, "*as a very worthy deserving gentleman.*" He gives, at the same time, his opinion, that captain Myngs should accept the Woolwich, which the commissioners wanted to re-appoint him to; and presses them very earnestly to promote him afterwards to a ship of an higher rate. This letter is dated the 13th of October 1695. The recommendation appears to have been completely successful, as we find captain Myngs, in the following year, commanding the St. Michael, a second rate, and stationed in the line as one of the seconds to his patron, sir Cloudesley. We find them, almost ever afterwards, companions in the face of danger. At the battle off Malaga, captain Myngs commanded the Namur of ninety-six guns, as one of admiral Shovel's seconds. He behaved with the greatest gallantry, and received a severe wound, from which, however, he happily recovered. Soon after the unfortunate death of his friend, sir Cloudesley, he retired from the line of active service; and, on the 23d of January 1707-8, was appointed superintendent at Portsmouth, with a salary of 500l. a year. This office has been since suppressed. It differed nothing from that of a port admiral, or naval officer commanding the ships afloat, except that the person who executed it lived totally on shore, as the resident commissioner of the navy still does, and did not hoist, on board any of the ships, any flag or distinguishing pendant, as a badge of his command. Captain Myngs held this office till the year 1714, when he retired altogether from public life with a pension of 250l. a year. He died on the 23d of October 1725.

POTTER, Abraham,—was appointed lieutenant of the Dreadnought on the 26th of January 1677-8. After this time he received no other commission till the 3d of September

September 1688, when he was made lieutenant of the Charles fireship. On the 9th of the same month he was promoted to be captain of the same vessel. On the 5th of April 1690, he quitted all naval command, and was appointed master-attendant at Sheerness. In this station he died on the 6th of January 1694-5.

POULSON, or POULTON, Edward,—was appointed commander of the Speedwell fireship on the 5th, or, according to other accounts, on the 7th of September 1688. In the latter end of the year 1692, he was made captain of the St. Alban's Prize. In the following summer he was sent to Virginia; on which station he was ordered to continue as a protection to the coast from the insults of the small French privateers. He died, while employed on this service, on the 22d of December 1695, at Boston in New England.

ROBINSON, Thomas,—was made commander of the Speedwell fireship on the 8th December 1688; on the 15th of February 1690-1, he was promoted to be captain of the Guardland, a ship he continued to command a considerable time, and which appears to have been employed, principally, as a cruiser in the Northern or German Ocean. He met with considerable success while employed in this service, having captured several valuable and consequential prizes; in particular a large privateer, pierced for twenty-four guns, called the Fripon. In the month of June 1693, still continuing in the Guardland, he was ordered to take the Pearl under his command, and convoy the outward-bound Hamburg fleet; a duty he performed with the greatest care, attention, and success; and which, most probably, caused him to be afterwards employed so frequently, as he was, in the same line of service. Early in the year 1695 he was promoted to the Assistance of forty-eight guns\*; and, in the month of  
May

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\* His diligence we find rewarded with the following success.

"Whitehall, May 8, 1695. An account has been received from captain Thomas Robinson, commander of his majesty's ship the Assistance, that he arrived on the 28th inst, in the river Elbe, with all the ships under his convoy; and that, about four or five leagues off of Heylitzland, he fell in with and took three ships, and the St. Paul fireship another, which they carried in with them, all four of them laden with wine, brandy, and other merchandize."

Extra

May 1696, distinguished himself in a most remarkable manner in the defence of an Hamburgh fleet \*, at that time under his protection.

In the month of November following he had the good fortune to capture a very valuable prize while he was on his passage to Hamburgh with a convoy. He returned from thence towards the end of the same month, having conducted his charge with his usual care, and having experienced also his wonted success. From the time of his quitting the command of the *Assistance*, which he did in the year 1697, in consequence of the cessation of hostilities, we hear nothing of him till the year 1702, when he was made captain of the *Dorsetshire* of eighty guns. In this command he died, on the 2d of January following.

SAUNDERSON, sir William, — is supposed to have been the grandson of sir William Saunderfon, knight, one of the gentlemen of the privy chamber to king Charles the Second, who died in the year 1676, in the 90th year of his age. The family of Saunderfon is of very consi-

Extract of a letter from Newcastle, Nov. 1, 1695.

" Captain Robinson of the *Assistance* brought into Sunderland, on Monday last, a small French privateer belonging to Dunkirk."

Extract of a letter from Yarmouth, Nov. 20, 1695.

" Yesterday came into this road the *Assistance*, commanded by capt. Robinson, having retaken two small vessels, and given chase, for several hours, to the privateer which had taken them, but night coming on she escaped."

\* Extract of a letter, dated Harwich, May the 27th, 1696.

" Captain Robinson, in his Majesty's ship the *Assistance*, of forty-eight guns, being bound, with several merchant-ships, to Hamburgh, they were, the 25th instant, about seven in the morning, attacked by eight French privateers, four of which carried from thirty to twenty guns, the rest from sixteen to ten; but captain Robinson defended them so well, that about nine the French bore away, the biggest of them being disabled in his main-top-mast and yards: about four in the afternoon, having repaired their damage, they came up again with our ships, and attacked them a second time; but finding they could do no good on it they bore away after a fleet of colliers that was near the shore: captain Robinson followed them as far as he could with security to his own fleet; and letting fly his top gallant sheets, continued firing his chase guns to give the colliers notice they were enemies; whereupon the French, seeing themselves disappointed, tacked and stood off to sea; and captain Robinson came to an anchor, with all the ships under his convoy, in the rolling ground near this place."

derable

derable note and antiquity; its original surname was Bedick, so denominated from a lordship in the parish of Washington, and county palatine of Durham. The first who assumed the name of Saunderson, that is, Filius Alexandri, was Jacob de Bedick, who lived in the reign of king Edward the Third. From this stock have been descended many learned and eminent men, in particular that pious and learned prelate Robert Saunderson, consecrated bishop of Lincoln in the year of the restoration. The great-grandfather of sir William Saunderson was Nicholas, who was first knighted, afterwards created a baronet, and in a little time advanced to a peerage, both in England and Ireland, by king James the First.

Sir William Saunderson was appointed captain of the *Isabella* yacht on the 26th of November 1688. He remained in the service after the revolution, and commanded the *Henrietta* yacht; in which vessel he was put under the orders of captain, afterwards sir George Rooke, who was sent to the relief of Londonderry. He continued to command the same vessel a considerable time, as we find him captain of her in the year 1693. He is said never to have ranked as a post captain after the revolution. His first commission, however, entitles him to a place here, although we have not been able to learn any farther particulars relative to him, or even to discover the time of his death.

SMITH, Thomas,—is another of those very few characters whose choice of a naval life is, for the honour of the service, to be much regretted. He was appointed second lieutenant of the *Swiftsure* on the 5th of April 1678; on the 18th of April 1682, he was made lieutenant of the *Falcon*; and was re-appointed to the same station on board that ship some time in the year 1687. On the 11th of July 1688, he was promoted to the command of the same vessel by king James the Second, who removed him, on the 8th of November following, into the *Tyger Prize*, a ship of superior force.

In consequence of his known attachment to king James, he was dismissed from this command on the 17th of March 1688. We should think ourselves happy would historical truth permit us to close our account, here. We have hitherto only seen this gentleman under an insatuated influence which has excited our compassion,  
but

but we must now prepare to behold him as an object of our contempt and detestation. After he had, in the manner just related, been compelled to quit the service of his native country, he shamefully entered into that of France, and had the command of the *Nightingale*, a ship of twenty guns formerly taken from the English, bestowed upon him. In this ship he was taken, during the year 1707; by captain Haddock, in the *Ludlow Castle*\*, and is said to have afterwards suffered the punishment justly due to his demerits. A note relative to him, in a list of the navy, says he was hanged for an attempt to burn Harwich. This certainly is a mistake; his offence, and untimely and consequent to it, being what has been above-stated.

SWAYNE, Thomas,—is known only as having been appointed lieutenant of the *Antelope* in the year 1672, and commander of the *Kingsfisher* on the 10th of October 1688.

TOLLMACH, or TALMASH, William,—was appointed lieutenant of the *Woolwich* on the 5th of October 1688; and, on the 15th of December following, was

\* “ On the 30th of December, captain Haddock, commander of her majesty’s ship the *Ludlow Castle*, got sight off the long sand of two frigate-like ships, which proved to be the *Nightingale* and *Squirrel*, formerly her majesty’s ships, but then fitted out from Dunkirk as privateers, and had each of them as many men as the *Ludlow Castle*. They both lay by till he came within gun shot of them, but then made sail from him before the wind. At eleven at night he came up with the *Nightingale* and took her; and as soon as the captain of the *Squirrel* perceived it he sheered off. The captain of the *Nightingale* was one Thomas Smith, who had formerly commanded a sloop in her majesty’s service, and was broke at a court-martial for irregular practices.” Boyer’s Ann. of Q. Anne.—In the latter part of his information Mr. Boyer is certainly mistaken, notwithstanding he has literally pursued the words of the Gazette, No. 4898.

Campbell adds to this account, — “ Captain Haddock carried his prize into Hull, from whence he thought fit to send up capt. Smith, and all the English who were on board the *Nightingale*, who were immediately committed close prisoners for high treason, and a prosecution, by the attorney-general, directed against them.” He also adds the following very just remark,—“ The making examples of these sort of men is a thing of absolute necessity, in time of war; and I very much doubt, whether it is not a false kind of pity ever to let them escape.”

promoted; by the lord Dartmouth, to be captain of the Lark. Soon after the revolution he was promoted to the Jersey and sent to the West Indies; where he died on the 25th of May 1691.

**TORRINGTON**, George Byng, Lord Viscount—was the eldest son of John Byng, esq; of Wrotham, in the county of Kent. His family was of some antiquity in that place; being settled, and having lived there in much respect in the reign of Henry the Seventh. Two of his ancestors were representatives in parliament\*, for different places, during the reign of queen Elizabeth, and part of that of her successor James the First.

Having conceived a very early attachment to the naval service, he procured, in the year 1678, through the interest and recommendation of James, duke of York, the king's letter†, with which he went to sea as a volunteer, being then fifteen years old. In 1681 he quitted the sea-service for a short time; and at the instance of general Kirk, at that time governor of Tangier, served as a cadet

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\* "Rob. Byng, of Wrotham, the direct ancestor of the lord visc. Torrington, served for the borough of Abingdon in the first parliament of queen Elizabeth, anno. 1559; and in the 34th year of her reign was sheriff of the county of Kent. He married, to his first wife, Frances, daughter and heiress of Richard Hill, esq; by whom he had issue three sons, George, John, and Francis, the two latter of whom died without issue. The said Robert dying the 2d of September 1595, left George before-mentioned, his son and heir, then thirty nine years old. This George was chosen member of parliament for Rochester, in the county of Kent, 27th of Elizabeth, and for the port of Dover in the 1st of James the First. He married Jane, daughter of William Cromer, of Tunstall in Kent, esq; and by her had issue three sons and four daughters. Dying in 1616, was succeeded by George his eldest son and heir, born at Wrotham 1594. He married, in 1617, Catherine, daughter of John Hewet, of Hadley-hall, in the county of York, esq. John Byng, his son and heir, conveying away the estate of Wrotham, was the last of this family which was settled there. He married Philadelpia, daughter of ——— Johnſon, of Lbans, in the county of Surry; and by her had several children, of which the eldest was George Byng, the first lord viscount Torrington, born at Wrotham on the 27th of January 1673."

Collins's Peerage, Vol. VI.

† A mode of entering into the service, though lately disused, then entitling the person, who possessed it, to a rank equal to that of the midshipmen of the present day. This class of young officers were originally called the king's letter-boys.

in the grenadiers belonging to that garrison. On a vacancy, which happened soon afterwards, he was appointed by the general, his new patron, to be an ensign in his own company; from which station he was soon afterwards promoted to that of a lieutenant. In the year 1683-4, it was resolved to demolish and evacuate Tangier, as we have already had occasion to state in the life of lord Dartmouth\*. That nobleman having prevailed on him to return again to the sea-service, appointed him, on the 23d of February 1683-4, to be lieutenant of the Oxford; but although he, from this time, continued regularly to serve as a naval officer, he is said to have retained his military commission for many years afterwards. On the 1st of June following he was made lieutenant of the Phoenix; of which ship captain John Tyrrel, under whom he had before served in the Oxford, was, at the same time, appointed commander. He sailed in this ship soon afterwards for the East Indies, where he had a signal opportunity, and, at the greatest personal risk, of first manifesting that courage and gallantry which ever afterwards marked his conduct through life. In a desperate encounter with a Cinganian pirate, he was ordered to board the enemy, who making a most desperate resistance, the greatest part of his men were killed, and himself dangerously wounded; but the pirate had previously received so much damage in the action, that he sunk almost at the same instant. Mr. Byng was, with much difficulty, taken up with scarce any remains of life. On his return from the East Indies he was, on the 24th of May 1688, made lieutenant of the Mordaunt; and, on the 3d of September following, of the Defiance; at that time commanded by captain, afterwards sir John Ashby. The very conspicuous share he bore in those political manœuvres and intrigues, which preceded and produced the revolution, recommended him strongly to the notice of the prince of Orange. Inferior as was his rank in the service at that time, he was one of the confidential persons, most particularly entrusted, to tamper and confer with such commanders as were supposed best affected to his highness's cause.

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\* See his Life, Vol. I. p. 281.

He was singularly active and diligent in this employment, having been said to have not only secured the countenance and support of several who were supposed to be wavering, but also to have gained over many who were held to have been among the firmest adherents of the unfortunate James. The success he had experienced in this negotiation pointed him out as the fittest person to be deputed, by the several commanders, to convey their firm assurances of respect and obedience to the prince of Orange; to whom he was privately introduced, when at Sherborn, by Mr. Russel, afterwards earl of Orford. Immediately on his return to the fleet he was promoted, by lord Dartmouth, to the command of the *Constant Warwick*\*, a fourth rate; and sent, with the captains Aylmer and Hastings, to carry to the prince of Orange, then at Windsor, his message of submission. Soon after the accession of king William he was made captain of the *Dover*, and employed in the Irish sea, as a cruiser, for the purpose of intercepting any succours that might be sent to the late king James from France. In the month of May 1690, he was promoted to the *Hope* of seventy guns; which ship he commanded, at the battle off Beachy head, as one of the seconds to sir George Rooke; and in that station behaved himself with the greatest bravery.

In the following year he was removed into the *Royal Oak*, also a third rate of seventy guns. He commanded this ship till the end of the year 1692; and, consequently, was present at the ever-memorable engagement off La Hogue, his ship being one of the blue squadron then under sir John Ashby. Either his gallantry, or his political principles; or, in all probability, both united, had before this time so strongly recommended him to the notice and friendship of admiral Russel, that the most indissoluble and cordial attachment appears to have ever afterwards subsisted between them through life. When that commander retired from command, at the end of the year 1692, captain Byng did the same; and does not appear to

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\* In an official paper we have seen, he is said to have taken rank as a captain from the 15th of April 1687; but of this we have not been able to procure any corroborating evidence.

have



have been employed till the misfortune, which attended the naval operations of the year 1693\*, occasioned the recal of his patron, who immediately procured Mr. Byng to be appointed 1st captain of the *Britannia*, the ship on board which he had hoisted his flag as commander-in-chief. He served in this station during the continuance of the fleet in the Mediterranean, where it remained during the years 1694 and 1695. He returned with it in the autumn of that year; but did not quit the command of the *Britannia* till the 14th or 15th of January following, when he was, for a short time, succeeded by captain Fletcher, who had long been second captain of the same ship.

Captain Byng does not appear to have served again till after the accession of queen Anne, when he was appointed commander of the *Nassau*, and sent, under the command of sir Cloudesley Shovel, who was dispatched with a fleet, consisting of twenty sail, to intercept the Spanish galleons which, convoyed by mons. Chateau Renaud, were on their passage to Vigo.

This service, however, was effected by sir George Rooke, in the conquest of Vigo itself, four days before the arrival of sir Cloudesley. The *Nassau* was one of the ships left behind with the latter commander to assist in the re-equipment of the captured ships and galleons, and to escort them afterwards to England.

On the 11th of March 1702-3, Mr. Byng was promoted to be rear-admiral of the red squadron; and having hoisted his flag on board the *Ranelagh* of eighty guns, was sent soon afterwards to the Mediterranean, under the orders of his former commander sir Cloudesley. In the month of October he was dispatched to Algier, with a squadron, consisting of five ships, in order to renew the treaty of peace then subsisting between Britain and that regency.

\* "On the 5th of March, in this year, he married, in Covent-garden church, Margaret, daughter of James Master, of East Langden, in the county of Kent, esq; by Joice, his wife, daughter of sir Christopher Turner, of Milton Erneys, in the county of Bedford, knight, one of the barons of the Exchequer, and by her ladyship, who died on April 1, 1756, aged eighty-seven; and was buried at Southill; had eleven sons and four daughters."—Collins's Peerage, Vol. VI.

† In 1696 he was appointed a commissioner for the registry of seamen, a project soon afterwards laid aside.

This business being happily concluded the rear-admiral sailed for England, and, when in the Channel, encountered, on the 26th of November, that dismal hurricane, distinguished by the pre-eminent name of the great storm: this he had the good fortune to weather without sustaining any material damage, and arrived in safety, at St. Helen's, on the 28th.

The Ranelagh requiring some considerable re-equipment, the rear-admiral shifted his flag into the Burlington about the middle of February: but as soon as his former ship was refitted he again returned on board her, and was appointed to command one of the squadrons, in the main fleet, sent to the Mediterranean under sir George Rooke. He did not, however, put to sea with that commander, but sailed with the reinforcement which followed him, under sir Cloudesley Shovel, in the month of May.

The brilliant success which crowned this expedition is well known; and the rear-admiral, as he held a very conspicuous share in the danger, so, consequently, did he in the glory also. The attack of Gibraltar he commanded in chief. At the battle off Malaga, which followed soon afterwards, his division, having sustained the weight of the action, suffered more than any in the fleet, that of sir G. Rooke excepted, which was equally engaged. Their repeated efforts he bravely repelled, notwithstanding several of his ships were under the necessity of quitting the line for want of shot, which they had expended in the assault of Gibraltar. In recompence for these distinguished services, he received, immediately on his return to England\*, the honour of knighthood, and the noble as well as grateful tribute paid by the sovereign, to his merit, in declaring she bestowed it solely "as a testimony of her high approbation of his behaviour in the late action," reflects no less honour on the princess who conferred it, than on the subject who had merited it.

On the 18th of January following he was promoted to be vice-admiral of the blue, and appointed to command a stout squadron, stationed in the Channel and off the coast of Ireland, to check the depredations of the French, who, at that time, did considerable injury to the British com-

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\* On the 22d of October.

micros, by the equipment of several small squadrons, which they kept continually cruising in soundings, and the multitude of stout privateers with which they, as it were, covered the surface of the Narrow Seas. By his prudent and judicious dispositions, no less than twenty ships, some of them of great value and considerable force, were captured from the enemy\*. He held the same command for the remainder of the summer, during which he was chosen representative in parliament for the town of Plymouth. He continued in the same honourable station till he was created a peer in 1721, as will be seen hereafter.

\* The following account of his success was published by authority.

" Sir George Byng, the latter end of January last, sailed from Plymouth with a squadron of cruisers, and a great fleet of rich outward-bound merchant-ships, which, after he had seen in safety out of the soundings, he directed the squadron, as he judged best, for annoying the enemy's privateers, which were troublesome in the soundings and mouth of the Channel; and by his well stationing his cruisers, has already taken from the enemy one man of war of forty-four guns, twelve privateers, and seven of the enemy's merchant-ships; most of the latter richly laden from the West Indies.

" The number of guns and men taken in each of the enemy's ships are as expressed in the list under written.

Man of war,	Guns,	Men,
Thetis	44	250
Privateers,		
Defnaria	36	240
Philippe	32	220
Confable	30	210
Voileur	28	210
Royal	26	200
Beringen	24	160
Banspareil	20	135
Minerve	16	98
Marveilleux	14	46
Postboy	10	70
Bonaventure	10	70
Admirable	12	75
Merchant-ships,		Tons,
Alicant Merchant		200
Elephant	12	300
Glutton	14	200
A little West India ship		80
A ship with Flax		60
Another West India ship		300
An Irish pink with salt		70

Gazette, No. 4116.

The conduct of sir George, while employed in this service, merited a much greater share of applause, than those who are captivated only by repeated and brilliant instances of success may, perhaps, think proper to bestow on him; for with a force far inferior to that of the enemy, he kept the Channel perfectly clear of their cruisers, and completely confined that division of their naval force to the harbour of Brest. In the month of January 1705-6, he hoisted his flag on board the Royal Anne, and sailed, in the month of March, with a strong squadron, consisting of fourteen sail of the line, and a large fleet of merchant-ships and transports under his convoy, for Lisbon, where he arrived on the 11th of April. He was sent to join the fleet then in the mediterranean, which was too weak to undertake any offensive operations, in the face of so powerful a force as the French possessed at Toulon, or even to attempt the relief of Barcelona, at that time grievously pressed by the duke of Anjou. The diligence and activity he had shewn in first getting his fleet ready for sea, and the dispatch he afterwards exhibited, in taking on board, at Lisbon, where he remained only five days, the necessary reinforcements, and recruits for the army, as well as the expedition with which he performed his voyage, and formed a junction with sir John Leake\*, all tended to raise, if possible, that character which he had before so justly acquired. This conduct is to be regarded as the principal cause of the preservation of Barcelona, and the restoration of king Charles's affairs, which, but for this success, would have been in the most desperate situation. He held a conspicuous share in the principal naval operations which followed during that year, in particular the reduction of Carthagená and Alicant, which last place was very bravely defended by brigadier Mahoni.

When sir John Leake was on his return to England, he detached sir George with a squadron to Lisbon, where he was to remain till the arrival of sir Cloudesley Shovel, who sailed from Torbay, with a strong squadron, on the 1st of October, being appointed to succeed sir John Leake, as commander-in-chief in the Mediterranean. Sir George

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\* Sir George joined sir John Leake on the 30th of April.

put himself, according to his instructions, under sir Cloudesley's orders; and, during the ensuing year, served as second in command of the fleet on the station before-mentioned. On his return to Europe he very narrowly escaped shipwreck, at the time the brave and unfortunate sir Cloudesley Shovel was lost \*. On the 26th of January 1707-8, he was raised to the rank of admiral of the blue, and soon afterwards appointed to command the squadron sent to the northward, to oppose the French squadron fitted out from Dunkirk, and destined to invade Scotland. His force consisted of twenty-three British and three Dutch ships of war; with which, having his flag on board the *Swallow*, he sailed from the Downs on the 27th of February: the same day, about noon, he came to an anchor off Gravelin Pitts, and immediately went on board a small frigate to reconnoitre. He stood almost close into Flemish road, so that he had a full view of the ships which then lay there, and consisted of twenty-seven sail, four only of which were of fifty guns.

The French armament was commanded by the count De Forbin, at that time reputed one of the ablest officers in the service. The force already taken notice of as laying in Flemish road, was to be joined by a squadron from Dunkirk, consisting of seven ships of the line, and twenty-eight frigates, many of them of considerable force. The French court had received intelligence of the sailing of sir John Leake with the main fleet, and immediately concluded their success indisputable, as they did not apprehend it possible for England to collect, on this spur

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\* The following account of his almost miraculous escape is extracted from the Gazette, No. 4380.

"On the 22d, in the morning, the fleet returning from the Streights, had soundings in 90 fathom. In the afternoon sir Cloudesley Shovel brought to, and lay by, having very fresh gales at S. S. W. hazy weather. At six at night he made the signal for sailing. We made sail under our courses. Soon after, several ships made signal of danger, as did also sir Cloudesley himself. The *Royal Anne*, that was not then half a mile to windward of him, saw several breaches, and, soon after, the rocks above water; upon one of which she saw the *Association* strike, and in less than two minutes disappear. The *Royal Anne* was saved by great presence of mind both in officers and men, who, in a minute's time, set her top-sails, one of the rocks not being a ship's length to leeward of her."

.. of

of the occasion, any naval force capable of facing them. The ships of war were destined to escort a band of ten or twelve thousand veteran soldiers, with the pretender at their head. These were on the point of embarking, and the whole armada was expected to sail in two or three days; when the very unexpected arrival of sir George totally disconcerted all their measures, after they had publicly exulted that heaven alone could disappoint them.

The surprise induced by the appearance of the British fleet caused them to put a temporary stop to the embarkation of the troops, and dispatch an express to Paris for farther orders: but Louis the Fourteenth had suffered his own imagination to be so far heated with the hopes of success, that he was deaf to the prudent remonstrance even of the count De Forbin himself, and sent him positive orders to put immediately to sea. A violent gale of wind, on the 2d of March, forcing sir George from his station, was, by some, interpreted into an ominous interposition of Providence in their favour. The embarkation of the troops was completed, and the whole fleet put to sea, from the road of Dunkirk, on the afternoon of the 6th of March.

Sir George, with the fleet under his command, now so considerably reinforced, that it consisted of upwards of forty ships of the line, quitted the Downs almost at the same time, in consequence of a signal from one of his look-out frigates, that she had descried six ships to the westward, which were immediately concluded to be part of a French squadron expected from Brest. He did not receive intelligence of Forbin's being at sea till the 9th, when, calling a council of war, it was instantly resolved to pursue him, having first detached a strong squadron, under rear-admiral Baker, to convoy to England the troops that were then embarked at Ostend, and to watch the motions of any of the enemy's ships that might be still remaining in the harbour of Dunkirk. Sir George continued the pursuit; and, on the 13th\*, got sight of the enemy

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\* The following account is given, in a letter from marshal De Maignon to the count De Chamillard.

"The 24th (13th O. S.) in the morning, as we made ready to enter the Frith, we discovered a great number of ships, which we soon

enemy in the Frith of Edinburgh, but the count De Forbin manœuvred so dextrously as to effect his escape. He stood with much apparent resolution towards the British admiral, who immediately drew his fleet into a line and prepared for battle; by which prudent, though, as it afterwards appeared, unnecessary measure, not only much time was lost, but an opportunity afforded to the French of passing between the shore and the English fleet, and doubling the north point of the bay, by which means they escaped. The enemy steered for *Haverness*, intending to land there; but being destitute of pilots, and a violent gale of wind from the N. E. coming on, the count was obliged to give up all hopes of landing the troops he was sent to escort, and content himself with returning in safety to Dunkirk.

No doubt can be entertained by any person at all acquainted with *Mr G. Byng's* character, even should he not have examined the history of the foregoing transaction; but that he did every thing a most hearty zeal could suggest for the destruction of the enemy's fleet\*. He had defeated

soon found to be the enemy's squadron, to the number of twenty-eight sail, whom we judged to be the same that had before appeared off Dunkirk; whereupon *Monsieur De Forbin*, resolved to bear off, by the favour of a land breeze, which, very luckily, carried us from the enemy. The latter pursued us pretty close all that day (24th) and four of their best sailers being come up with our sternmost ships, the enemy's foremost ship attacked, at four in the afternoon, the *August*, with whom she exchanged some guns, for some time; after which the English bore down upon the *Salisbury*, which was more astern, and endeavoured to put her between herself and another English ship that was coming up to her. The fight between these two ships, and some others on both sides, lasted till night; during which time the *Salisbury* made a great fire with their small arms."

\* Of this chase and encounter *Mr George* himself gave the following account, in a letter dated on board the *Medway*, March the 15th, in the Frith.

"We chased the enemy to the northward of *Buccaness*, sometimes with reasonable hopes of coming up with them. The *Dover* and *Ludlow Castle*, being the only clean sailing ships we had, they were the first that came up with part of the enemy's squadron, passing by some of the smaller to engage some of the larger ships, and to stop them till they could be relieved. They attacked two or three of their ships, among which was the *Salisbury*: they did not part with them till more of our ships arrived, but worked their ships in a handsome manner to cut them off from the rest of the fleet; but, in the darkness of the

defeated their whole scheme, a matter of very sufficient praise to have entitled him to the thanks of the people, had he even shewn less alacrity and earnestness in the pursuit than he really did, and acquired no substantial trophy of his success. Nevertheless, there were not wanting those, who, on his return to London, took every opportunity of insinuating he had purposely lost an opportunity of making himself master of the whole French armament, which he might, they foolishly and ridiculously said, have as easily taken as he did the Salisbury.

His enemies talked much of a parliamentary enquiry; but finding their murmurs either disregarded or laughed at, they suddenly shifted their complaint from the admiral's shoulders, to those of prince George, whom they were not afraid of reprobating, for having sent the ships to sea so foul, as to give the French an opportunity of outailing them. The matter was carried so far, that the House of Commons actually addressed the queen, to lay before them an account when the ships, composing that fleet, were cleaned. This being complied with, the house voted their thanks to the lord high admiral, for having so expeditiously equipped such a formidable force; and with these, both complaint and murmur perished.

the night, they all got out of sight, except the Salisbury, who, falling in among our headmost ships, the Leopard entered men on board her. We were informed by the officers who were taken, that there were twelve battalions on board their squadron, commanded by the count De Gace, a marshal of France. The pretended prince of Wales, lord Middleton, lord Perth, the Macdonalds, Trevanion, and several other officers and gentlemen, were on board the Mars; in which also was mons. Forbin, who commanded the squadron. The number and strength of their ships are very near the account we lately received from Dunkirk; nor were they joined by the Brest men of war. They farther assure us, that the ships our out-scouts saw off Calais, were privateers and their prizes, going into Dunkirk.

"The morning after this chase we saw but eighteen of the enemy's ships, as far as we could perceive them from the mast-head, to the E. N. E. of us. Having no prospect of coming up with them we lay off, and on Buccanefs all day yesterday, to gather our ships together; and this day, it blowing hard at N. E. with a great sea, judging the enemy could not seize the shore to make any attempt, we bore up for this place, which we thought most reasonable, not only to secure, but to give countenance and spirit to her majesty's faithful subjects, and discourage those that could have thoughts of being our enemies."

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The people of Scotland were more grateful; the magistrates of Edinburgh voted him the freedom of that city in a gold box. This was presented to him, in London, on the 21st of April following, accompanied by a very handsome complimentary letter, from sir Samuel Macklallen, the lord provost. The queen herself was so well satisfied with his conduct, that immediately on his return she offered to appoint him one of the council to prince George of Denmark, as lord high admiral, an office he politely declined. He continued to command the fleet during the remainder of the year. When Mary-Anne, daughter of the emperor Leopold, the betrothed queen of John the Fifth, king of Portugal, arrived at Spithead, Sept. 25, 1708, on her way to that kingdom, her majesty immediately went on board the Royal Anne, where sir George received her, and conducted her to Lisbon; at which place he soon afterwards received a commission, promoting him to be admiral of the white. During the year 1709 he commanded in chief the fleet on the Mediterranean station; and, after his return to England, was, on the 8th of November in the same year, appointed a commissioner of the admiralty. He continued to hold this office till the 19th of January 1713-14, when, on some political disagreement with the rest of the members composing the then administration, he was removed; but, on the 14th of October following, being soon after the accession of king George the First, was reinstated in his office, which he continued to hold till the 10th of October 1721; and then quitted, on being created viscount Torrington.

In the year 1715, he was appointed commander of the fleet fitted out to prevent the introduction of any supplies into Scotland for the pretender, who had landed in that kingdom. Sir George had always displayed a more than common zeal against the exiled part of the house of Stuart; and, on the other hand, as hearty an attachment to that of his successors, and in particular the house of Brunswick; so that nothing could have been wiser, and better judged than his appointment. The pretender was secretly supplied by his friends and adherents in France, both with money and ammunition. But a check was soon given to this casual support, by the diligence and activity of admiral Byng, who not only examined and stopped every ship he met with at sea,

but also had interest and address enough to procure an order from the French court, for the relanding a large quantity of arms and ammunition at Havre de Grace, which he had received intelligence were shipped there for the above-mentioned service. These measures were, of course, so grateful to the king, that he created sir George a baronet; and, as a mark of his personal attachment, presented him with a diamond ring of considerable value.

In the year 1717, upon information being received in England that an attack of the same nature as the preceding was meditated, under the auspices of that well-known restless spirit, Charles the Twelfth, king of Sweden, sir George was sent, with a very strong squadron, into the Baltic, where its appearance prevented that of the Swedes from ever venturing to sea. In the following year he was appointed to command the fleet sent to the Mediterranean, in consequence of the very unusual naval preparations of the court of Spain. Sir George sailed from Spithead on the 15th of June 1718, with a force consisting of twenty ships of the line, two fireships, two bomb-ketches, an hospital-ship, and a store-ship. Having executed the several instructions, as to the less consequential services he was to perform during his passage, he anchored in the bay of Naples on the 1st of August.

His arrival was hailed by the inhabitants of that city with all the extacy of joy naturally attendant on an assured deliverance from an impending misfortune. An attack was hourly dreaded by them from the fleet of Spain; and, it is but justice to say, their gratitude was equal to the relief their minds had experienced. People of all ranks appeared to vie with each other who should pay their deliverers the greatest homage and respect, or contribute most to their comfort and refreshment, by furnishing them with every thing the city afforded that could tend to both. On the admiral's landing he was received under a discharge of all the cannon round the city ramparts, and conducted, through an infinite throng of people, to the duke Dé Matalone's palace, which had been previously provided for his reception, during his residence in that city.

The necessary arrangements and plan being settled, and mutually agreed on, between the viceroy and himself, he sailed from the bay of Naples on the 6th of the same month,

month, having a fleet of Tartans under his protection, in which were embarked two thousand German foot, under the command of general Wetzels, which were intended to relieve the citadel of Messina, at that time closely besieged by the marquis de Lede, at the head of a Spanish army consisting of thirty thousand men. The admiral, to the greatest intrepidity and natural love of enterprise, united a prudence which some, though in other respects very exalted characters, appear at times to have neglected, because they have strangely conceived it would interfere with that degree of fame they hoped to acquire. That he might leave no means in his power unattempted to prevent the miseries of war, which the formidable force under his command enabled him to prosecute with the utmost vigour and credit to himself, immediately after his quitting Naples, he dispatched captain Saunderts, his first captain, to Messina, with a letter to the Spanish general, informing him of his instructions to use every means in his power to prevent a war, and recommending a truce for two months in order to give time to the several powers concerned, to treat and accommodate their differences. The marquis civilly declined this moderate proposal, by saying he was not warranted, by his orders, to consent to any cessation of arms.

The admiral, immediately on receiving this answer, having advice that the Spanish fleet had, the day before his arrival off Messina, quitted the road of Paradis, which is near the entrance of the harbour; intended to put into Messina, where he hoped his presence might encourage the garrison to a more vigorous defence. When standing in for that port, he discovered two of the Spanish scouts; and being immediately afterwards informed, by a felucca, that the Spanish fleet was then laying to, off the coast of Calabria, he altered his original intention; and dispatching general Wetzels and his troops to Reggio, stood, with all the sail he could make, after the Spanish scouts, who, as he had apprehended, immediately led him to the fleet he was in quest of. It consisted of twenty-seven ships of war of different rates; two fireships, four bombketches, seven galleys, and several storeships, commanded by admiral Don Antonio de Castaneta, who had under him four

rear-admirals, Chacon, Guavara, Mari, and Cammock: When they first descried the English fleet they stood away large, in a well-formed line. Sir George pursued them during the remainder of the day, and the following night. Early the next morning, the 11th of August, being pretty well up with the enemy, rear-admiral Mari, with six Spanish ships of war, and all the galleys, fireships, ketches, and other vessels, separated from the body of their fleet and stood in for the Sicilian shore. Sir George detached captain Walton with six ships to pursue them, and followed the main body; with which his headmost ships, after having, for some time, endured the fire of their antagonists, commenced an action about ten o'clock. This ended in a victory completely decisive on the part of the English; thirteen of the Spanish ships, among which were three of their flags, being taken and destroyed. It is, however, a necessary piece of justice to the enemy to say, they, in general, defended themselves with much gallantry, against a force considerably superior; yet let not this be considered as a circumstance lessening the value of the English admiral's conduct, who displayed, through the whole business, the greatest personal fortitude, united with the soundest judgement.

The admiral immediately dispatched his son to England with the tidings of his success, which were most graciously received by the king, who had already written him a letter with his own hand \* on the mere report of his victory,

\* " Monsieur le chevalier Byng,

" Quoique je n'aye pas encore reçu de vos nouvelles en droiture, j'ay appris la victoire que la flotte a remportée sous vos ordres, et je n'ay pas voulu vous différer le contentement que mon approbation de votre conduite vous pourroit donner. Je vous en remercie et je souhaite qui vous en temoigniez ma satisfaction à tous les braves gens que se sont distinguez dans cette occasion. Le secretaire d'etat Cragge a ordre de vous informer plus au long de mes intentions mais j'ay voulu vous assurer moy même que je suis monsieur le chevalier Byng.

" Votre bon amy,

" A Hampton Court,  
ce 23d d'Aout, 1718.

GEORGE R."

He received a letter equally complimentary, and on the same occasion, from the emperor.—And the queen of Denmark also ordered the count Munich, grand master of her household, to congratulate him, in her name, on his great success.

which

which preceded by some days the confirmed account of it. His messenger immediately returned with a more substantial mark of the royal favour, and the most ample powers to negotiate, or treat with the several states, as he should think most conducive to the success of that cause in which he was engaged. The Spanish naval force being now no longer in any condition to face the admiral, the only service that remained for him to execute was, to keep the shattered remnant blocked up in those harbours, whither it had flown for refuge, and to support the land operations of the army, as well by his presence and protection, as by facilitating the transportation of the stores and ammunition necessary to render them successful.

This, notwithstanding he rode triumphant master of the sea, was a task of no small difficulty. The Spanish army was numerous, well-appointed, and commanded by a general of considerable abilities, to whom personally, as well as to the cause in which he fought, the natives of the country were much attached: the Imperialists, on the other hand, were few in number; unable on that account to face their enemy in the field, and obliged to confine themselves to such places of security as they still retained possession of, but which were daily diminishing in number by the pressure of the enemy, and the want of means to defend them longer. In the month of May 1719, the military operations appeared to wear a more promising aspect. A reinforcement of ten thousand infantry, and three thousand five hundred cavalry, the flower of that army which had just before been so victorious in Hungary, under prince Eugene, was embarked at Baia in upwards of two hundred transports; and the admiral conveying them from thence, came to an anchor off Melazzo on the 27th of the same month. The army was landed on the following day. During the whole campaign he continued, by every possible means in his power, to promote the general service and interest, not only by rendering all the assistance to be expected on such an occasion from a naval commander, but also by his prudent advice, which tended much to avert those misfortunes which, but for this, would have been brought on, by the too impetuous temper of the Imperial general, count De Mercy. We cannot enough admire the activity and indefatigable industry of the admiral,

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who,

who, besides his natural character of a naval commander-in-chief, at one and the same time performed, with success and credit, the several offices of ambassador, commissary, and general purveyor of the stores and necessaries requisite for the support, and maintenance of a numerous army.

By his spirited conduct the tranquillity of the Mediterranean commerce was preserved; which, had it not been for that, would certainly have experienced much interruption from the avaricious dispositions of various persons, and even of petty states bordering on the coasts, who took this opportunity of fitting out several ships of force intended to cruise in the character of Spanish privateers. By a steady perseverance in assisting the operations of the land forces, the Imperial troops were enabled to maintain their ground in Sicily, notwithstanding the very great straits to which they were driven for provisions even after the surrender of Messina. The Spanish court finding itself unable to continue the war with any prospect of success acceded to the quadruple alliance in the month of February 1719-20; and hostilities ceased in the month of May following, a courier, with instructions for that purpose, arriving from Spain at the very instant both the armies were on the point of engaging. "Thus," as it is remarked in the account of the expedition to Sicily, "ended this war, wherein the fleet of Great Britain bore so illustrious a part, that the fate of the island was wholly governed by its operations; both competitors agreeing that the one could not have conquered, nor the other have been subdued without it. Never was any service conducted in all its parts with greater zeal, activity, and judgment; nor was ever the British flag in so high reputation and respect in those distant parts of Europe."

Sicily being evacuated, sir George repaired to Sardinia, which being put into the hands of the duke of Savoy\*, as stipulated in the quadruple alliance, by the king's special command, he attended his majesty at Hanover, where

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\* His behaviour was so highly acceptable to that prince, that he presented him with his picture set with diamonds, at the same time expressing his warmest acknowledgements for the many services he had rendered him.

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he was received with the most gracious expressions of favour and satisfaction. He is said, in a MS. note we have seen relative to his life, to have been made rear-admiral of Great Britain, and treasurer of the navy, on the 1st of August 1720: but in Collins's Peerage these appointments are said not to have taken place till the 21st of October following. On the 20th of January 1720-1, he was sworn member of the privy council; and the 9th of September 1721, was created a peer of Great Britain by the titles of baron of Southill and viscount Torrington†. In the year 1724 he resigned the treasurer-ship of the navy in favour of his son, Pattee Byng, who afterwards succeeded him as lord Torrington. In 1725, on the revival of the order of the Bath, he was installed one of the knight's companions; and continued during the whole of that reign to possess, in the highest degree, the favour and personal attachment of his sovereign.

On the accession of king George the Second, he rose higher, if possible, in the royal favour; one of the first acts of his new sovereign was to appoint him first lord commissioner of the admiralty: this took place on the 2d of August 1727. He held this office till his death, which happened on the 17th of January 1732-3, in the 70th year of his age. He was buried at Southill in Bedfordshire.

His character, as an officer, we have already had so many occasions to bestow † encomiums on, that it would be

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\* The preamble of his patent, printed at length by Collins, contains the most honourable mention of his services; and affords us at the same time a concise and just history of his life. It also very nobly attributes his elevation to the peerage to his high merits and very gallant conduct in the cause of his king and country.

† The following account of him we have selected from a particular account of the expedition to Sicily, written by Mr. Corbett, who lived in much intimacy with his family.

"The late king (George the First) who had named the admiral for that expedition, and knew his abilities, used to say to his ministers, when they applied to him for instructions, to be sent to him for his guidance on certain important occasions, that he would send him none, for he knew how to act without any; and, indeed, all the measures he took abroad were so exact and just, as to square with the councils and plan of policy at home. The cause of the emperor being become the cause of his master, he served the interests of that prince with a zeal and fidelity that stood a pattern to his own subjects. He lived in

be a useless tautology to say any thing farther in its praise. In his civil capacity he appears to have suffered his attachment

such harmony with the imperial viceroys and generals, as has been seldom seen among fellow subjects united in command; the want of which has proved the ruin of many important expeditions. He was incapable of performing his duty in a cold or negligent manner; and when any service was committed to his management, he devoted his whole time and application to it: nor could any fatigue or indisposition of body ever divert or interrupt his attention from any point that required dispatch. To this it might be, in great measure owing, that he was never unfortunate in any undertaking, nor miscarried in any service that was entrusted to his direction.

“He always proceeded upon solid principles, and left nothing to fortune that could be accomplished by foresight and application. His firmness and plain dealing were so apparent to the foreigners who treated with him upon business, that it contributed much to the dispatch and success of their transactions with them, for they could depend upon what he said: and as they saw he used no arts or chicane himself, and had too discerning a spirit to suffer them to pass unobserved in others, they often found it their best policy to leave their interests in his hands and management, being very sure of a most impartial and punctual performance of whatever he engaged in.

“His reputation was so thoroughly established in this particular, that, in the frequent disputes and altercations which arose between the Savoyards and Germans, in the course of the war; and between the latter and the Spaniards at the conclusion of it, wherein little faith or confidence was given to the promises or asseverations of each other, he was the common umpire between them, always stemming and opposing any extravagant or unjust demands which the overbearing temper of the German general was very apt to suggest, where he had the superior hand, and reconciling, as much as possible, the violences of war with the rules of honour and justice.

“When he departed from Italy to attend his late majesty at Hanover, the king, among many gracious expressions, told him, that he had found out the secret of obliging his enemies as well as his friends; and that the court of Spain had mentioned, with great acknowledgement, his fair and friendly behaviour in the provision of transports and other necessaries for the embarkation of their troops, and in protecting them from many vexations and oppressions that had been attempted. No wonder that a man endowed with such talents and such a disposition, left behind him, in Italy and other foreign parts, the character of a great soldier, an able statesman, and an honest man.

“To give some description of his person—He was of a slender constitution, but well supplied with spirit, which did not display themselves so much in gaiety of conversation, as in activity in all the duties, and functions of life and business, in which he was indefatigable; and, by a constant habit of industry, had hardened and inured a body, not naturally strong, to patience of any fatigue. He had made no great



attachment to particular forms and systems of government; to have hurried him into measures moderate men would, perhaps, have hesitated to adopt; but, in the midst of his enthusiasm, he appears to have been directed, on all occasions, by what he honestly thought the good of his country.

WISEMAN, Robert,—was appointed 2d lieutenant of the Gloucester in the year 1673. On Nov. 20, 1677, he was promoted to be first lieutenant of the Foresight; on the 27th of March 1680, of the Diamond; and, on the 15th of May following, of the Antelope: on the 22d of September 1688, he was made captain of the Young Spragge. He commanded a ship of the line after the revolution; but having become, through age and infirmities, incapable of farther service, he was put on the superannuated list on the 3d of April 1693, with the pay of a captain of third rate. This honourable retirement he did not long enjoy, dying on the 10th of January 1693-4.

WRIGHT, William,—has, from a similitude of names, been confounded with a captain William Wright, made commander of the Bezan yacht in the year 1666. They are two very different persons; and the latter part of the account given of the first captain W. Wright, in the former volume, properly belongs to this gentleman. The error unfortunately was not discovered till it was too late to be corrected. Mr. Wright, on the 13th of October 1688, was appointed, by lord Dartmouth, to be third lieutenant of the Resolution; on the 12th of November he was promoted, by the same authority, to the command of the Richard and John fireship; and, on the 19th of December, was made first lieutenant of the Resolution; captain Foulks succeeding him in the command of the fireship. His reputation as an officer, which he had already raised by a uniform and rigid attention to his duty, was much increased by his very gallant behaviour at the battle off La Hogue. He was appointed com-

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great proficiency in school learning, which the early age of going to sea seldom admits of: but his great diligence, joined to excellent natural parts and a just sense of honour, made him capable of conducting the most difficult negotiations and commissions with proper dignity and address."

mander of the Windsor Castle, the ship, as it is believed, on board which rear-admiral Carter hoisted his flag as rear-admiral of the red. The fate of that brave man is well known; and the conduct of captain Wright, after his death, proved him in no respect unequal to the support of so gallant a principal; or, gallant as that principal was, inferior to him either in spirit, or exertion. The last words of admiral Carter conveyed an exhortation to captain Wright to fight his ship, according to the quaint nautical term, as long as she could swim: and it is not, perhaps, too extravagant an encomium on his successor's conduct, to say, the commands of his superior would have been strictly, and literally pursued, had the conduct of the enemy rendered it in any degree necessary.

In the following year he commanded the *Essex* of seventy guns, one of the ships belonging to the main fleet. In the year 1694, he still continuing in the same command, sailed for the Mediterranean, under admiral Russel, where he continued two years, and where the inactivity of the French deprived him of any opportunity of distinguishing himself. After his return to England he was appointed to the *Northumberland*; but the same cautious conduct persevered in, on the part of the enemy, which had been ever pursued by them since the defeat at La Hogue, prevents us from having any notable exploit to record. After the accession of queen Anne captain Wright quitted, for ever, this line of service; and was, in the year 1702, appointed a commissioner of the victualling office. In 1703 he resigned this office, and was made commissioner of the navy, resident at Plymouth. In this post he was succeeded, in the following year, by Mr. Greenhill, and removed to be commissioner of the navy at Lisbon. Upon Mr. Greenhill's death, in 1708, he again resumed his original station. He held it three years only, and was then dismissed on account, as it is said, of some irregularities and improper conduct. He died at Deptford, in a very advanced age, in the year 1735.

WYVILL, Francis,—was descended from one of the younger branches of the family of Wyvill, of Constable Burton in the county of York; the main stock of which hath been, as it is remarked in the English Baronetage, of knight's degree, ever since the Conquest. He was appointed

pointed lieutenant of the Norwich on the 22d of March 1681-2; and of the Woolwich on the 17th of April 1683. His next commission was to be second lieutenant of the Ann, dated on the 10th of May 1687. From this ship he was, on the 4th of April 1688, removed into the Dover, as second lieutenant; and, on the 3d of May following, was advanced to be first lieutenant of the same ship. On the 28th of September he was promoted to the command of the Unity fireship.

In 1692 he commanded the Centurion, a fourth rate, a ship employed principally as a cruiser. In the month of July he signalled himself exceedingly in an action with three French privateers, one mounting twenty-eight, another eighteen, and the third sixteen guns. The two last bore away soon after the action commenced. The largest was taken after a very smart defence, which a very heavy sea then running enabled her to make for three hours. Captain Wyvill frequently attempted to board his antagonist, and was as often prevented by the swell. The enemy at length thought proper to surrender, having had sixty men killed and wounded out of two hundred, of which the crew originally consisted. Soon after the return of the Centurion into port, Mr. Wyvill was promoted to the Captain, a third rate of seventy guns, one of the ships belonging to the main fleet in the summer of the year 1693. In 1695 he commanded the Berwick, also of seventy guns, one of the ships employed early in the following spring to convoy king William over to Holland. Immediately on his return he was removed into the Kent\*, a ship of the same rate as the two former. On the 24th of March 1695-6, he was detached, by sir Cloudesley, with a squadron of ten ships of war and frigates, a fireship and two brigantines, to block up the ports of Dunkirk and Calais†, a station on which he did

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\* He was recommended to this command, in December 1693, by sir Cloudesley Shovel; the Kent being a newly repaired ship, totally destitute of hands, and captain Wyvill not only remarkably active in procuring men, but withal so much beloved, that the complement would be soon complete.

† He had some disagreement with administration relative to this command, as will appear by the following letter from Mr. Burchett, at that time secretary to the admiralty.

O 4

" Sir,

did not long remain. He continued, however, to command the Kent; and, during the rest of the year, was always attached to the main fleet. He remained in commission after the peace at Ryswic, but we have not been able to discover into what ship or ships he afterwards removed.

On the accession of queen Anne he was appointed to command the Barfleur of ninety guns. In this ship he was stationed to lead sir Stafford Fairborne's division: and at the attack on Vigo, which took place on the return of the fleet from Cadiz, was ordered to attack one of the forts which defended the entrance of the harbour. This was a service both dangerous and troublesome, inasmuch as, notwithstanding he was obliged to endure a very heavy fire from the enemy, which pierced his ship through and through, he was prevented from returning a single gun; for the confederate troops, which were at the same time coming up to assault the fort, were, for a considerable space, directly in his line of fire. This obstacle to his fury being at last removed, the attack of the land-forces, seconded by the tremendous fire of the Barfleur, was almost instantly successful. Captain Wyvill afterwards contributed his share to the capture of the enemy's ships, and vessels which were in the harbour, having made prize of the Dartmouth, a fourth rate, taken from the English during the former war.

From this time he appears to have totally retired from the service. He died, according to some ac-

" Sir,

Admiralty Office, 7th April 1696.

" Captain Wyvill, commander of the Kent, who was left by you to command the ships off Calais, having, by his letter of the 6th instant, complained to his grace the duke of Shrewsbury, his majesties principal secretary of state, that hee has not a sufficient number of ships to keep the ships and vessels in which are at Calais and Dunkirke, their lordships have commanded me to send you the enclosed copie of his letter; that if, upon perusal thereof, you shall think hee has justly complained, you may appoint him a greater strength; or that if you judge the service hee is employed in may be performed better by some other person, you may cause him to be relieved."

" I am, Sir,

" your most humble servant,

" Sir C. Shovell,

" Downs."

" J. Burchett."

counts,

counts, on the 22d of December 1729; but others most positively assert not till some time in the year 1731. In the *Gazettes*, No. 3120, and No. 3294, mention is made of a captain Wyvill as commanding the *Speedwell*. We cannot find any other gentleman of this name to have been in the navy; and this captain Wyvill certainly commanded the *Kent* at those periods.

## 1689.

**BEAUMONT**, Basil, — was the fourth son of sir Henry Beaumont, baronet, and Elizabeth, daughter of George Farmer, esq; prothonotary of the common pleas, and descended from a very respectable family of the same name, which had long flourished in the county of Warwick. The family of Beaumont is of a very ancient and noble extraction, being descended from Lewis, second son of Charles, king of Jerusalem and Sicily, younger brother of Lewis the Ninth, king of France. Its surname is derived from a city of the same name, on the river Sarte, in the province of Maine. It was first a viscounty, and afterwards raised into a duchy. Agnes, the female heir of that honour and seigneurie, marrying Lewis above-mentioned, the sons of the said marriage took the name of Beaumont. Henry Beaumont, the fourth son of Lewis and Agnes, had several honourable grants in England, and held many eminent offices in the state. He is generally supposed to have come over into England at the instance of queen Eleanor, wife of Edward the First; Isabell his sister, wife of the lord De Vesci, of Alnwick, being always stiled kinswoman to the queen. His descendants successively enjoyed the highest honours, and most consequential civil, as well as military appointments; many of them having been summoned to parliament as barons: and John, who lived in the reign of Henry the Sixth, being created by that unfortunate monarch earl of Boulogne and viscount Beaumont, the first,

as

as it is remarked, ever honoured in England with that rank. He was also a knight of the garter, and lost his life in the cause of his royal benefactor, being unfortunately slain at the battle of Northampton. The title of viscount being extinct in the person of William, his son and successor, who was attainted for his adherence to the Lancastrian cause, and afterwards restored by Henry the Seventh, it has not since been revived in any of the collateral branches.

Thomas, the second son of John, lord Beaumont, admiral of the north in the 12th and 13th of Richard the Second, was the ancestor, in a direct line, of Thomas Beaumont, esq; of Stoughton Grange, in the county of Leicester, created a baronet in the year 1660, the 13th of Charles the Second. Sir Thomas was the grandfather of Basil Beaumont, of whom we now have to give some account. He was appointed lieutenant of the Portsmouth, by lord Dartmouth, on the 28th of October 1688; on the 21st of April 1689 he was promoted to the command of the Centurion. In the latter end of the year 1692, we find him captain of the Rupert, at that time employed as a cruiser. In this service he had considerable success, and of that particular kind which was of the greatest utility to the nation, the destruction and capture of several capital privateers. In the month of October, in company with the Adventure, commanded by captain Dilkes, he captured two; one of them carrying twenty-four guns and one hundred and eighty-five men, and the other eighteen guns and one hundred and twenty men, together with two English prizes, which they had just before taken, and two merchant-ships which were also in company with them. In the month of December he captured another off the Start, carrying sixteen guns and seventy men; and, in a very few days afterwards, a second of the same force, which he had the good fortune to fall in with off the coast of France. In the year 1693 he still held the same command, and served in the main fleet; being first stationed to lead the centre division of the blue squadron on the star-board, and afterwards on the larboard tack. In 1694 he was made commander of the Canterbury, and sent to the Mediterranean under admiral Russel.

In

In 1696 he was removed into the *Montague* of sixty guns, one of the ships also forming the main fleet. In the month of May he was detached as commodore of a stout squadron, consisting of several ships of war, sent to destroy some ships and vessels said to be laying in Camaret and Bertaume bays. The account was found to be rather exaggerated, four or five vessels only being found there, which were consequently destroyed. Peace taking place soon after this time \* we know nothing of Mr. Beaumont till the recommencement of war with France. Soon after the accession of queen Anne he was promoted † to be rear-admiral of the blue. He hoisted his flag on board the *Mary*, in the Downs, on the 31st of March; and was sent, in the month of May, with a squadron to the northward, having under his convoy a fleet of one hundred and fifty merchant-ships bound to Holland; but the chief end of his expedition, the attack of a French squadron, which had just before sailed from Dunkirk under the command of the well-known French naval partizan, St. Paul, was unsuccessful, as Mr. Beaumont returned to the Downs, in the middle of June, without having ever seen the enemy. He captured, however, in the course of his cruise, two French privateers who had long infested the German Ocean.

He continued in the Downs only three days, and then sailed for Dunkirk with his squadron, in order to block up that port according to the usage of the former war. He remained on this station, diligently and carefully performing the service on which he was sent, till the month of August, when he proceeded to Rotterdam, and from thence to Gottenburgh, with a numerous convoy. He did not return from thence till the 19th of October; and returned, alas! never more to put to sea. In that tremendous hurricane which took place in the month of November, his ship, the *Mary*, was driven on the Goodwin Sands, where it was totally lost; all the persons

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\* Except that he continued to be employed during the whole of king William's reign; but we have been unable to discover what particular ships he commanded.

† On the 11th of March 1702-3.

who

who were then unfortunately on board, perishing\*, one man only excepted.

We cannot close this account without observing, that, although few men have, at so early an age, attained so high a rank in the service, a circumstance not unlikely to have excited envy and obloquy, none have ever lived more generally respected, or died more universally regretted. In the English Baronetage we find the particulars given underneath relative to his brothers, which we think ourselves justified in inserting, as, although they were both naval officers, their premature deaths prevented their attaining that rank which would warrant us in giving a more enlarged account of them †.

**BENBOW, John.**—Many persons have taken uncommon pains to represent this very brave and ever-to-be-lamented commander as a person of very mean and despicable origin; as if, admitting this to be a fact, the inferiority of his birth could render less laudable those valorous deeds which will ever render his name revered, or

\* A monument, bearing the following inscription, has been erected to his memory, against the north wall of the chancel of Stoughton chapel.

This monument

Is erected to the memory of admiral Basil Beaumont, who was lost in the great storm to the inexpressible grief of his relations, to whom he gave the highest proofs of friendship. He was a public loss, and universally lamented. Never was found in any one person more virtues and perfections than he was blessed with. He was the \* fifth son of sir Henry Beaumont, bart.

Borne in the year 1669; lost Nov. 27, 1703.

This monument was put up by his sister,  
Anne Beaumont,  
1738.

† He underwent the mortification, some years before his death, of losing two hopeful brothers, William Villers, and Charles Beaumont, who, encouraged by his example, pursued the same fortune, and were educated at sea. William, a lieutenant, under commodore Meeze, and *died the same hour* with the commodore of a Calcutture, at the age of nineteen, July 17, 1697. Charles, in the seventeenth year of his age, was blown up in the Downs, Sept. 19, 1700, in the Carlisle, a fourth rate man of war, but by what accident is unknown, not one of the ship's company on board being saved.

\* He was, as we believe, the fourth.

diminish



diminish the infamy of those who were the cause of his misfortune and untimely end.

The very reverse, however, of what has been industriously circulated by many, relative to his origin, is the fact. He is said to have been descended from a family both antient and honourable, which long flourished in the county of Salop. A Mr. John Benbow, grandfather, as it is supposed, of this brave admiral, was deputy clerk of the crown in the reign of king James the First; an office he held, with the highest credit, for upwards of forty years. His sons, Thomas and John, the father of the admiral, were persons of high reputation in the county where their family had long resided; not less respectable for its affluence than its antiquity. They were both colonels in the service of Charles the First, and ever eminent and constant in their loyalty to the sovereign, were among the foremost of those who joined Charles the Second, on his march to England at the head of the Scottish army. In the well known and unfortunate battle of Worcester they were both of them made prisoners. Thomas was shot soon afterwards; in consequence of the very unwarrantable sentence of a pretended court-martial. John, however, contrived to make his escape, and lived very privately till after the restoration, when he obtained a small appointment in the Tower, very inadequate to his merits and sufferings, and which was barely sufficient to preserve him from absolute want.

Thus situated, it could not be expected the education of his son should be so carefully and expensively conducted, as if those misfortunes, which we have just related, had not overtaken the family. Campbell appears totally to disbelieve an assertion, boldly and peremptorily made by many, that, on the death of his father, he was bound apprentice to a waterman. It is, indeed, of very little consequence, whether it is true or no. If true, this circumstance invidiously produced as a mark of disgrace, ultimately tends to the honour of the person who could, from so mean an origin, raise himself, by the strength of his own abilities, unassisted by fortune as well as friends, to so high and consequential a station. It is however agreed, on all hands, that he went very early in life to sea, and soon so far distinguished himself, by his skill in  
naviga-

navigation, and his rigid attention to the interests of his employers, the merchants, as to acquire their highest esteem and most unlimited confidence. A variety of serio-comic anecdotes are related of his conduct and intrepidity in defending the ships he commanded, and which appear to have been principally, if not wholly, employed in the Straights' trade \*. In the month of May 1687, he commanded a vessel called the *Malaga Merchant*, and was attacked, near the mouth of the Straights, when on his return to England, by a Sallee cruiser of considerable force. The pirate, after discharging his broadside, ac-

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\* His intrepidity, and whimsical turn of humour, given to a transaction of so serious a complexion, will probably justify us in inserting the following extract from Campbell's account of him.

"In the year 1686 captain Benbow, in his own vessel the *Benbow* frigate, was attacked in his passage to Cadiz, by a Sallee rover, against whom he defended himself, though very unequal in the number of men, with the utmost bravery, till at last the Moors boarded him; but were quickly beat out of his ship again, with the loss of thirteen men, whose heads captain Benbow ordered to be cut off and thrown into a tub of pork pickle. When he arrived at Cadiz he went ashore, and ordered a negro servant to follow him with the Moors' heads in a sack. He had scarce landed before the officers of the revenue inquired of his servant what he had in his sack? The captain answered, salt provisions for his own use. That may be, answered the officers, but we must insist upon seeing them. Captain Benbow alledged, that he was no stranger there; that he did not use to run goods; and pretended to take it very ill that he was suspected. The officers told him that the magistrates were sitting not far off, and that if they were satisfied with his word his servant might carry the provisions where he pleased; but that otherwise, it was not in their power to grant any such dispensation.

"The captain consented to the proposal; and away they marched to the custom-house, Mr. Benbow in the front, his man in the centre, and the officers in the rear. The magistrates, when he came before them, treated captain Benbow with great civility; told him they were sorry to make a point of such a trifle; but that, since he had refused to shew the contents of his sack to their officers, the nature of their employments obliged them to demand a sight of them; and that, as they doubted not they were salt provisions, the shewing them could be of no great consequence, one way or other. "I told you (says the captain sternly) they were salt provisions for my own use; Caesar, throw them down upon the table; and, gentlemen, if you like them, they are at your service." The Spaniards were exceedingly struck at the sight of the Moors' heads; and no less astonished at the account of the captain's adventure, who, with so small a force, had been able to defeat such a number of barbarians."

accompanied by a volley of small shot, rigged his sprit-sail-yard fore and aft, and attempted to board captain Denbow's ship; but met with so warm and steady a reception, that he was quickly glad to sheer off, and betake himself to flight, having lost many men in the attempt. It was now captain Denbow's turn to attack; but the corsair being by far the fastest sailer soon got clear out of reach. These repeated acts of bravery and good conduct so highly recommended Mr. Denbow to the notice of men in power, that, on the 30th of September 1689, he was appointed to the command of the *York*\*, without ever having, as it is strongly believed, served in the royal navy before this time.

So great was his reputation as a seaman, that when the fleet was equipped in the following year, captain Denbow was offered, by the earl of Torrington, the station of master of his own ship, the *Royal Sovereign*. In his acceptance of this post he is not to be thought as derogating from the rank he had just before attained as a naval commander, there being repeated precedents of captains of ships of war †, being appointed, in the last century, to the office of master of the commander-in-chief's ship. The earl probably could not have made a wiser choice ‡; his maritime knowledge being, as we have already shewn, equal to that gallantry which displayed itself in all his actions, even to a contempt of danger, on some occasions, perhaps, scarcely warrantable.

After this we have been able to collect no circumstances relative to him, nor even to learn what ships he com-

\* It is said by many historians, and among the rest by Campbell, that he had a command given him by king James the Second, in consequence of the honourable recommendation of Charles the Second, king of Spain. This account we believe to be erroneous, as we can find no trace of his being employed in the public service till the period just mentioned.

† As in the instance of captain, afterwards sir John Cox, who was master of the duke of York's ship in the first Dutch war.

‡ His evidence, as well as that of many others, given before the lords commissioners of the admiralty, peremptorily contradicts the charge, made by several of the earl's enemies, "that he was scarcely, during the whole action, within gun-shot of the French line." Captain Denbow deposed, *that the Sovereign was within half gun-shot of the enemy for an hour.*

manded,

manded, till the latter end of the year 1693\*, when we find him appointed captain of the *Norwich*, a fourth rate, and sent with a small Squadron of frigates and bomb-ketches to bombard St. Maloest. The success he met with, in consequence of the ability and spirit he displayed in carrying his instructions into execution, appear to have pointed him out as one of the fittest persons to be entrusted, on all future occasions, either to command in chief such desultory operations, or to lead such detachments, as were to be made, for the same purpose, from the more

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\* Except that he was commissioned to some ship, the name of which we have been unable to discover, on the 13th of April 1691.

† We have the following account of the manner in which he executed this service.

“ Whitehall, Nov. 26, 1693.

“ By letters from captain Benbow, dated the 23d of this month, on board their majesty's ship the *Norwich*, in Guernsey road, we have an account, that on the 15th, the frigates and bomb-vessels, commanded by captain Philip and himself, sailed from Guernsey, the wind at W.S.W. and in the evening anchored about five leagues from thence. The 16th, at three in the morning, they weighed, the wind at N.N.E. and made the best of their way for St. Malo; and, at four in the afternoon, anchored before the Quince Channel. Three of the bomb-ships, with the brigantines and well-boats, went in and anchored within half a mile of the town. The wind being northerly, which blows right in, and with a great swell and strong tide, the frigates were obliged to moor athwart it, and the bomb-ships to stern with the town, which took up great part of their time. About ten o'clock they began to fire, and continued to do so all that night, till four the next morning; when, to prevent the grounding of their ships, they were obliged to warp out. The 17th, at eight in the morning, they hauled in again the bomb-ships; in doing of which, and bringing them to pass, much time was spent. They fired that day about seventy bombs. The 18th they continued their firing, and prepared a fire-ship; putting one hundred barrels of powder, and two hundred and forty carcasses on board her. The 19th, in the evening, they sent in the said fire-ship; and, having laid her close to the town-wall, blew her up. Part of the carcasses flew into the town, and set it on fire in three or four places: and some part of the wall, where the ship blew up, was thrown down, together with the houses that were near it. The 20th the ships weighed and put to sea, after having destroyed a great many houses in the town of St. Malo, and demolished the fort on the Quince, and taken eighty prisoners out of it and Sycamber. Their majesties ship the *Portsmouth*, re took a Dutch merchant-ship, which came from Surinam, worth 20,000*l*. The 22d, in the afternoon, our ships anchored again in Guernsey road, where captain Philips, who fell sick some days before, died the same evening.”

powerful

powerful squadrons of the lord Berkeley and sir Clou-  
desley Shovel.

In the month of September 1694, he was appointed, by sir Cloudesley Shovel, to cover the attack proposed to be made on Dunkirk by Mr. Meesters, with some vessels of a particular description, of his own invention, quaintly termed infernals. This service, which was of a kind always deemed desperate, if not impracticable, by naval commanders, and rendered still more so by the incapacity of Meesters, he entered upon with a zeal, and supported with a spirit, that could not have been exceeded had he been in pursuit of the most favourite project of his own. Soon after the return of the fleet into port, from this unsuccessful expedition, he was appointed to command the Northumberland of seventy guns, one of the ships employed, during the following summer, under lord Berkeley, in the same routine of service \* as that

\* Extract of a letter from Portsmouth, dated April 2, 1695.

"On the 25th past, some of his majesty's ships, under the command of captain Benbow, appeared before St. Malo, and gave great alarm to the town, from whence the enemy fired many guns. Our ships chased in two of their privateers; and standing afterwards to the eastward, captain Benbow manned his boats and went ashore near Granville, where he made himself master of a small fort, mounting four guns, which he brought away with him."

Extract of a letter from Portsmouth, dated April the 2d.

"Captain Benbow, in the Sandadoes prize, is come to Spithead from the French coast, where, cruising with some other of his majesty's ships, on the 15th instant, they saw seven sail of French ships, two of which they forced ashore near Cape La Hogue, and destroyed them: the other five ran ashore in Great Ance bay; but captain Benbow sent in his boats, and although one of them made a good resistance, and the country people came down in great numbers to assist them, he got them all off and brought them away. Their lading being salt and tobacco. At night he took another, laden with wine, from St. Malo. The 16th, in the morning, our frigates chased three sail; one of which ran on a rock and sunk immediately; the other two put into a small harbour near Cape La Hogue, where there is a fort of ten guns. When it was flood, captain Benbow, with two more of his majesty's ships, anchored within musket-shot of the castle, and sent the Jersey and Maidstone into the harbour. The town and French ships made the best defence they could; however they were soon taken; but it was near four hours before they could be got out. They were part of fifteen sail that came from St. Maloes, and served as convey

that in which we have already seen him. Early in the year 1696 he was sent, under sir C. Shovel, to bombard Calais. We have already inserted a private account, given by the admiral, of this transaction; from which we learn, that in this service captain Benbow had the misfortune to be wounded\*; we have thought fit to insert beneath that which was published at the time by the authority of government, in order, that by comparing the two, we may exonerate the ministers of that day from the charge so heavily thrown upon them, of garbling and misrepresenting every account not strictly answerable to their expectations†. Such was the opinion entertained, by king William, of Mr. Benbow's merit, that he was, soon after, promoted to be rear-admiral of the blue; an advancement more honourable, as it arose solely from his personal desert, unsupported by friends, and what is usually called interest. Many very brave and able commanders thought themselves not disgraced by continuing to serve under him as private captains, altho', before his unenvied promotion, they had been in service considerably his seniors. In the month of May, having hoisted his flag on board the Suffolk, he was sent with a squadron to block up the port

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to the rest, being about two hundred tons burthen, and carrying twelve guns each."

These two little enterprizes, although they may in themselves be deemed insignificant, are, nevertheless, strongly characteristic of that spirit and address which never failed to mark Mr. Benbow's conduct, whether employed in the destruction of a nest of privateers, or a royal squadron.

\* See page 23.

† "Deal, April 7, 1696. Sir Cloudesley Shovel sailed out of the Downs the 2d instant, with several men of war and four bomb-vessels, and came the next morning before Calais. Captain Benbow was ordered in with the bomb-vessels, and with several small frigates and brigantines, to prevent them from the enemy's boats and half-galleys, who made some attempt upon us at our first coming in, but were soon beaten off and forced to retire into the harbour. Our bomb-vessels began to fire about noon, and continued to do so till evening. They threw between three and four hundred shells, most of which fell into the town and among the embarkations, and occasioned fires in three or four places, and in some of the vessels which we believe did considerable damage. About eight at night the bomb-vessels, with the small frigates, came off, having lost three or four men by the shot from the town, and seven or eight wounded."

of

of Dunkirk, where the well-known Du Bart then lay; but, notwithstanding Mr. Benbow's activity, this very adroit naval partizan contrived to put to sea in spite of him\*. The admiral pursued, but without success; the Dutch ships that were then with him, according to their usual custom, impeding, instead of forwarding the common cause, by pretending they could not accompany him for want of orders. He afterwards convoyed the outward-bound trade to Gottenburgh; and, on his return from this service, sailed for Hamburgh, to bring from thence a very valuable fleet of merchant-ships, which had been long laying there. While on his passage he got sight of Du Bart, who was at last fortunate enough to effect his escape by dint of superior sailing.

In the month of October, having hoisted his flag on board the Shrewsbury, he was appointed to a command in the fleet sent out under sir Cloudefley Shovel, to protect the English commerce during the winter. About the latter end of December he was detached, with a small squadron, to reconnoitre the port of Brest, and gain, if possible, some information of the enemy's intended operations. He executed this service with great address, having collected a perfect account, not only of the number but the state of all the shipping in that port. About the middle of April following he was sent, with a small squadron to the westward, to cruise at the entrance of

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\* Campbell gives us the following account of Mr. Benbow's conduct in this business, and the cause of Du Bart's getting out of Dunkirk.

"In the year 1697, he was sent with a small squadron before Dunkirk, where he saved the Virginia and West India fleets from falling into the hands of the French privateers. He would likewise have succeeded in restraining Du Bart from going out, if the Dutch rear-admiral, Vandergoes, had been in a condition to assist him, or the lords of the admiralty been inclined to have taken his advice; for observing, in the beginning of August, that the French frigates were hauled into the basin to clean, he judged their design to be, what it really proved, to put to sea by the next spring tide; and therefore, as his ships were all foul, he wrote up to the board, to desire that four of the best sailers might be ordered to Sheerness to clean, and that the others might come to the Downs, not only to take in water, which they very much wanted, but also to heel and scrub, which he judged might have been done, before the spring tide gave the French an opportunity

of the Channel, for the protection of commerce from the French privateers and frigates. He continued to be employed, during the remainder of the war, in this kind of service; but from the caution or good fortune of the enemy, does not appear to have met with the success due to his exertions, and spirit.

Notwithstanding the execution of the treaty of Ryswic considerable doubts still continued to be entertained of the sincerity of the French, and their continued observance of the peace longer than their necessities absolutely compelled it. It was therefore deemed an act of necessary precaution to send a squadron to the West Indies, in order to counteract any sudden attempt they might make against our possessions in that quarter. The command of this armament was given to Mr. Benbow, who hoisted his flag on board the Gloucester on the 13th of November 1698, and sailed from St. Helens with his squadron on the 29th of the same month. It consisted of three fourth rates, the Gloucester, the Falmouth, and the Dunkirk, and a small vessel taken from the French in the last war, called the Germoon. Lediard and Campbell have, through misinformation, given him a very long passage, dating his arrival at Barbadoes on the 27th of February. In this they are much mistaken, he having anchored in Carlisle Bay on the 7th of January; and, by the 12th, of the same month, had distributed the troops he carried out in their several places of destination. Affairs in the West Indies, at the time of his arrival, wore rather an unpromising appearance; the colonies were ill provided for defence against an enemy; and were also, by their internal disputes, rendered still less capable of resistance in case of attack. The squadron sent under Mr. Benbow, did not appear capable of affording them much assistance, though every thing,

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portunity of getting over the bar; but this was not then thought advisable, though he afterwards received orders for it, when it was too late. By this unlucky accident the French had an opportunity given them of getting out with five clean ships: yet this, however, did not hinder the admiral from pursuing them, as well as he was able: and some of the ships of his squadron had the good luck to take a Dunkirk privateer of ten guns and forty men, which had done a great deal of mischief."—Campbell's Mem. of Benbow.

within



within the compass of his strength, was to be naturally expected from his known abilities, zeal, and gallantry.

The number of the ships put under his command on this occasion, as well as their size, became the subject of much complaint among the merchants in England, as, when joined even by those ships which were already on that station, Mr. Benbow's force was perfectly inadequate to the task of acting merely on the defensive. Providence, however, and the good genius of Britain interfered; and the islands continuing unattacked, consequently remained unconquered. Mr. Benbow having made the disposition of the troops prescribed by his instructions, prepared to carry into execution the remainder of his orders. This expedition is described, in a note given in Campbell, as a voyage chiefly of observation, that, upon the admiral's report, the king might take his measures the better upon his Catholic majesty's death; and, if a war was necessary, it might be rendered as short as possible, by striking a great blow in Europe, and another in America, at once. This account of the intention in equipping this Squadron considerably palliates the generally supposed impropriety of its small force; and persuades us that the intentions of the French court, in reality, never doubted by ministers themselves, were used but as a mere excuse for sending it out. The Squadron accordingly proceeded to Cartagena, where, by the admiral's spirited remonstrance with the governor, he procured the release of some English merchant-ships which had been seized by the Spaniards, a short time before, on account of a settlement made by the Scotch on the isthmus of Darien. He afterwards proceeded, at the instigation of the merchants in Jamaica, on a similar errand to Porto Bello: here he was not equally successful; satisfaction, indeed, was promised, but that promise does not appear to have ever been fulfilled. This, at least, was sufficient ground to lament that so spirited a commander should be sent out with a force incompetent to enforce the dictates of national justice; and seems, in great measure, to do away Campbell's information, that the above voyage was intended merely to sound the temper of the Spaniards, and procure the best information of what would probably be their conduct in case of a rupture with France,

Although the insufficiency of Mr. Benbow's squadron to protect the Spaniards, prevented his acquiring their confidence so completely as to admit him into their ports, with the cordial attachment due to an ally and protector, and this expedition consequently failed in its main intention, yet the nation appears to have rested perfectly convinced, that the gallant admiral had left nothing unattempted, or unachieved, that could possibly be effected by an armament on so confined a scale. At home the highest encomiums were bestowed, by men of all parties, on his capacity, his courage, and his integrity; and these, on his return, derived new strength from the authentic testimonies he produced of the high opinion entertained of his conduct, by all the planters, with whom he had necessarily been connected during his late command, whose interests he had ever carefully watched, and whose property he always shewed himself zealous to defend. These general marks of public approbation procured him the most cordial and honourable reception from the king\*, who, on the rear-admiral's return to Europe, in the month of June 1700, fore-seeing a rupture with France not very far distant, was beginning to prepare for the event, by putting his fleet into condition for immediate service.

Mr. Benbow was promoted to be vice-admiral of the blue; and, having hoisted his flag on board the Winchester, was sent to cruise off Dunkirk, to block up a strong French squadron said to be sitting in that port for the purpose of covering a descent on England. All apprehensions of danger from that quarter soon after vanishing, the thoughts of government were almost immediately turned to the West Indies, where, though the English had been foiled on a former occasion, it was still hoped some consequential stroke might be made, in case the French should endeavour, by force, to carry into execution their views relative to the Spanish succession. The squadron destined for this service was to consist of ten ships of the line, two of them third, the remainder large fourth rates;

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\* Who (according to Campbell) was, as a mark of his royal favour, graciously pleased to grant him an augmentation of arms, by adding to the three bent bows, which he and his family already bore, as many arrows."

and,

and, considering both the consequence of the armament itself, as well as the delicacy, and, indeed, risk of the service on which it was sent, it was deemed indispensibly necessary to appoint a man of approved ability and conduct to command it. Ministers are said, as with one accord, to have turned their eyes upon Mr. Benbow. The king alone objected to it; not from any dislike to the admiral, or the smallest disapprobation of his former conduct, but merely because he thought it ungenerous to send a man immediately, as it were, back again to a command, which was at that time, from many coinciding circumstances, particularly unenviable. It was, of course, offered to one or two other commanders of distinguished reputation, who, probably foreseeing the difficulties they would have to encounter in that service, and unwilling to put to an hazard the loss of that popular favour they had already acquired, thought proper, not very patriotically we must confess, to decline the proffered appointment.

King William is said, by Campbell, to have made the following bon mot on this occasion, "*Well then, I find we must spare our beaux and send honest Benbow.*" On being offered the command he honestly and bluntly replied, "He knew no difference of climates; for his part, he thought no officer had a right to chuse his station, and that he himself should be, at all times, ready to go to any part of the world his majesty thought proper to send him." The business being thus settled, the vice-admiral hoisted his flag on board the *Breda* of seventy guns, and sailed from Spithead the latter end of August, accompanied by the main fleet, then under the command of sir G. Rooke. The vice-admiral parted company, off Scilly, on the 2d of September; but sir John Munden was detached to see him five or six days sail to the westward of the Azores, by which time, it was hoped, he would be out of all danger of being intercepted by any of the enemy's European squadrons.

The united squadrons arrived at St. Mary's on the 28th of September; and setting sail from thence on the 5th of October, on the 10th sir John Munden, pursuant to his instructions, left him and returned to England: the vice-admiral pursuing his voyage arrived at Barbadoes on the 3d of November; and finding, which was rather unusual,

the Leeward Islands in so good a state of defence as not to need any immediate assistance, he proceeded to Jamaica, and anchored at Port Royal on the 5th of December. The dispositions made by him at this critical juncture were such, as entirely baffled the projects formed by the French, for the attack of Jamaica and the other West India islands.

Soon after his arrival, he received intelligence that the French had a squadron at Martinico, under monsieur Chateau Renaud, much superior to his: that a junction was also expected to take place with monsieur Coetlogon, who had just before been appointed captain-general of all the Spanish ships in the West Indies, and was then laying at the Havannah with a considerable force: moreover, that monsieur Du Casse was soon expected from Europe with an additional reinforcement. This accumulated and very formidable fleet rendered every exertion necessary on the parts, both of the admiral and the colonies themselves\*. A small reinforcement of one fourth rate, two frigates, and five or six smaller vessels and transports arrived at Jamaica the latter end of January; and a confirmation of the intelligence already related being received by them, the governor and council fitted out immediately two fire-ships, as the best reinforcement and assistance they could give the squadron.

In the beginning of May the vice-admiral himself put to sea; but before he had well cleared the island was joined by rear-admiral Whorlstone from England. A short

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\* "The scheme formed by admiral Benbow for the destruction of the French force in the West Indies, and having a chance for the galleons, shews him to have been a very able and judicious commander, and effectually disproves that idle and ridiculous calumny, of his being a mere seaman. He saw that the French officers were excessively embarrassed by the wary and clandestine conduct of the Spaniards, who would not take a single step out of their own road, though for their own service. He resolved to take advantage of this, and to attack the smallest of their squadrons; having before sent home such an account of the number and value of the Spanish ships, and of the strength of the French squadrons, that were to escort them, as might enable the ministry to take all proper measures for intercepting them, either in their passage from the West Indies, or when it should be known they were arrived in the European seas."—Campbell's Mem. of Benbow. — N. B. The above mentioned ships were all captured or destroyed at Vigo.

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time before this event he had the satisfaction of hearing, that, although the junction had actually taken place between Coetlogon and Chateau Renaud, who were then said to be in the gulph of Leogane with a fleet of thirty sail, yet the latter commander had sent to Europe ten of his largest ships. Even with the force which remained, the gallant Benbow was unable to contend, without leaving the most valuable of the English West Indian possessions exposed to a danger which prudence could never have forgiven \*. He, however, kept his ships in constant readiness for immediate service, and perpetually sent out small detachments, on short cruises, to scour the coast.

The instant he received official information of war being declared against France, he prepared to act still more upon the offensive; and some of his detachments met with considerable success †. On the 11th of July the admiral himself sailed from Port Royal with eight ships of the line, a fire-ship, a bomb-ketch, and a sloop. To avoid as much as possible a useless repetition of the same transaction, we have thought it best to insert beneath an authentic journal ‡ of the transactions of the Squadron

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\* Campbell and Lediard say, he had advice, about the middle of May, "that on the 17th or 18th of the preceding month, seventeen large ships had passed by Camana Gotta, on the continent, steering for the west end of Cuba. These ships he judged to be Chateau Renaud's squadron bound to the Havannah, to offer their service in convoying home the *flota*."—His conjecture appears to have been perfectly well founded; this very squadron being taken and destroyed in the month of October following, at Vigo, by the fleet under sir George Rooke. See his Life, Vol. I. p. 413. Such was the end of this part of the French armament.

† The *Palmouth*, *Ruby*, and *Experiment*, whom the vice-admiral had sent to cruise off Petit Guaves, returned with four prizes, three of them frigates bound to the Havannah, the fourth a very rich ship for France, with four-and-twenty guns mounted, but capable of carrying forty. On the 27th of July the *Bristol* brought into Port Royal the *Gloriana*, a Spanish ship of war, pierced for forty guns, but at that time mounting only sixteen, which she had taken a few days before off the south side of Hispaniola.

‡ "On the 11th of July admiral Benbow sailed from before Port Royal with a design to join rear-admiral Whetstone; but having advice on the 14th, by the *Colchester* and *Pendennis*, who that day joined him, that mons. Du Cassé was expected at Leogane, which is on the north

squadron during its unfortunate cruise: To this we shall have occasion to refer hereafter, in our accounts of the several

north side of Hispaniola, he plyed for that port. Nothing of moment happened till the 21st, when he took a small sloop near Cape Tiberoon.

" On the 27th the admiral came into the Gulf of Leogane. Not far from the town he saw several ships at anchor, and one under sail, who sent her boat to reconnoitre; but coming too near she was taken. By her the admiral was informed that there were five or six merchant-ships at Leogane; and that the ship which they belonged to was a king's ship, and could carry fifty guns, but now had but thirty mounted; whereupon the admiral pursued her, and pressed her so hard, that the captain seeing no possibility of escaping, ran the ship ashore and blew her up.

" On the 28th, in the morning, the admiral came before the town of Leogane, where there was but one ship of about eighteen guns, which was hauled a shore under their fortifications, a battery of about twelve guns, which could not, however, preserve her from being burnt. The rest sailed from thence before day, in order to secure themselves in a harbour, which is called the Cul de Sac; but some of our ships lying between them and that port, took three of them and sunk another which had sixteen guns.

" The 29th the admiral came before Petit-Guaves, where he found no ship, but saw three or four in the Cul, a harbour much within the land, and well fortified both by nature and art, so that the admiral thought it not advisable to run any risque there, unless the French ships had been of more value.

" The admiral having continued in this bay till the 2d of August, sailed from thence for Cape Donna Maria, furnished with a good bay and water, where he arrived on the 5th, and receiving advice that mons. Du Cassé was gone to Carthage, and from thence to Porto Bello, he resolved to follow with her majesty's ships the *Breda*, *Defiance*, *Ruby*, *Greenwich*, *Falmouth* and *Windsor*.

" The admiral sailed accordingly on the 10th of August, and stretched over toward the coast of St. Martha; near which place, on the 19th, in the morning, he got sight of ten sail to the eastward, and soon perceived them to be French. Some of our ships being three or four miles a stern, the admiral made the signal for battle, and went with an easy sail that the others might come up. He steered with the French, who stood to the westward, along the shore, under their top-sails. There were of them four stout ships, from sixty to seventy guns, one great Dutch-built ship of thirty to forty guns, and one small ship full of soldiers, the rest were a sloop and three small vessels. The admiral had disposed the line of battle as follows, viz. the *Defiance*, *Pendant*, *Windsor*, *Breda*, *Greenwich*, *Ruby*, and *Falmouth*. Being uneasy to see our ships so long in coming up, and in disorder; observing also that the *Defiance* and *Windsor* did not make any haste to come into their station, he sent to them to make more sail.

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several subordinate commanders who were there present, contenting ourselves with the plain simple narrative annexed,

The night approaching the admiral steered alongside of the enemy and endeavoured to get near them, being to windward, and steering large but not with a design to attack them before the *Defiance* was abreast of the headmost ship; but before this was done the *Falmouth* in the rear attacked the Flemish ship, the *Windfor* the ship abreast of her, as also did the *Defiance*. Soon after the admiral was obliged to do the same, having received the fire of the French ship a-breast of him. The *Defiance* and *Windfor*, after they had received two or three broadsides from the enemy, luff'd out of the line out of gun-shot. The two sternmost ships of the French lay upon the admiral and very much galled him. The ships in the rear not coming up as they ought, it was four o'clock when the action begun to be general. It continued till it was dark, the English squadron keeping them company all night. The admiral believing, that if he led himself on both tacks, (perceiving the French would decline fighting if they could) that his captains for shame would not fail to follow a good example, he altered the former line of battle to the following—*Breda*, vice-admiral *Benbow* and captain *Fogg*; *Defiance*, *Richard Kirkby*; *Windfor*, *John Constable*; *Greenwich*, *Cooper Wade*; *Ruby*, *George Walton*; *Pendennis*, *Thomas Hudson*; *Falmouth*, *Samuel Vincent*.

"On the 20th, at day-light in the morning, the admiral was near the enemy; but the other ships (except the *Ruby* alone, which was up with him) were three, four, and five miles a-stern; it proved little wind. The admiral was within gun-shot of the enemy, who were so civil as not to fire. At two this afternoon, the sea-breeze coming up, the enemy got into a line, making what sail they could. The other ships not coming up, the *Breda*, with the *Ruby*, plyed their chase guns on them till night; then they left off, but kept them company all night.

"On the 21st, at day-light, the admiral being on the quarter of the second ship of the enemy's squadron, and within point-blank shot, the *Ruby* being ahead of him, the French ship fired at the *Ruby*, which the *Ruby* returned. The two French ships which were ahead fell off, and there being little wind brought their guns to bear on the *Ruby*. The *Breda* brought her guns to bear on the French ship, which first began, and shattered her very much, obliging her to tow from us; but the *Ruby* was likewise so much shattered in her masts, sails, and rigging, that the admiral was obliged to lay by her, and send boats to tow her off. This action continued almost two hours; during which the rear ship of enemy was a-breast of the *Defiance* and *Windfor*, who never fired one gun though within point-blank shot. At eight o'clock in the morning, a gale of wind springing up, the enemy made what sail they could; and the admiral chased them in hopes of coming up with them. Being then a-breast of the river *Grande*, at two in the afternoon the admiral got a-breast of two of the sternmost of the enemy's ships; and, in hopes to disable them in their masts

nexed, as the best account of the disgraceful conduct of some of them, which requiring no comment to render it more

masts and rigging, began to fire on them, as did some of the ships a-stern: but he laying a-breast of them they pointed wholly at him, which galled his ship much in her rigging, and dismounted two or three of the lower-deck guns. This held about two hours. They got without gun-shot, the admiral making what sail he could after them; but they used all the shifts they possibly could to evade fighting.

"On the 22d, at day-light, the Greenwich was about three leagues a-stern, though the signal for the line of battle was never struck night or day; the rest of the ships indifferently near (except the Ruby); the enemy about a mile and a half a-head. At three in the afternoon the wind, which before was easterly, came to the southward. This gave the enemy the weather-gage; but in tacking the admiral fetched within gun-shot of the sternmost of them, firing at each other; but our line being much out of order, and some of our ships three miles a-stern, nothing more could be done. This night the enemy was very uneasy, altering their courses very often between the west and north.

"On the 23d, at day-light, the enemy was about six miles a-head of us; and the great Dutch ship separated from them, out of sight. Some of our Squadron, at this time, were more than four miles a-stern, viz. the Defiance and Windsor. At ten o'clock the enemy tacked, the wind then at E. N. E. but very variable. The admiral fetched within point-blank shot of two of them, firing broadsides at each other. Soon after, he tacked and pursued them as well as he could. About noon we took from them a small English ship, called the Ann galley, which they had taken off Lisbon. The Ruby being disabled the admiral ordered her for Port Royal. At eight this night our Squadron was about two miles distant from the enemy, they steering S. E. and very little wind, then at N. W. and variable, the admiral standing after them, and all his ships, except the Falmouth, falling much a-stern. At twelve the enemy began to separate.

"On the 24th, at two in the morning, we came up within hail of the sternmost. It being very little wind, the admiral fired a broadside with double, and round below, and round and partridge shot, which she returned. At three o'clock the admiral's right leg was shattered to pieces by a chain-shot, and he was carried down; but presently ordered his cradle on the quarter deck, and continued the fight till day, when appeared the ruins of a ship of about seventy guns; her main-yard down, and shot to pieces, her fore-top-sail-yard shot away, her mizen-mast shot by the board, all her rigging gone, and her sides bored through and through with our double-headed shot. The Falmouth assisted in this matter very much, and no other ship. Soon after day the admiral saw the other ships of the enemy coming towards him with a strong gale of wind easterly: at the same time the Windsor, Pendennis and Greenwich, a-head of the enemy, ran to leeward of the disabled ship, fired their broadsides, passed her and stood to the southward; then the Defiance followed them, passed also to leeward of the disabled



more odious, ought to find no advocate base enough to palliate or defend it.

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disabled ship, and fired part of her broadside. The disabled ship did not fire above twenty guns at the *Defiance* before she put her helm a weather and ran away right before the wind, lowered both her top-sails, and ran to leeward of the *Falmouth* (which was then a gun-shot to leeward of the admiral knotting her rigging) without any regard to the signal for battle. The enemy seeing our other two ships stand to the southward, expected they would have tacked and stood with them. They brought to with their heads to the northward; but seeing those three ships did not tack, bore down upon the admiral and ran between the disabled ship and him, firing all their guns; in which they shot away his main-top-sail yard, and shattered his rigging much. None of the other ships being near him, nor taking any notice of the battle signal, the captain of the *Breda* hereupon fired two guns at those ships a-head, in order to put them in mind of their duty. The French, seeing this great disorder, brought to and lay by their own disabled ship, remanned and took her in tow. The *Breda's* rigging being much shattered she lay by till ten o'clock; and being then refitted the admiral ordered the captain to pursue the enemy, who was then about three miles distant, and to leeward, having the disabled ship in tow, steering N. E. the wind at S. S. W. The admiral in the mean time made all the sail after them he could; and the battle signal was always out. But the enemy taking encouragement, from the behaviour of some of our captains, the admiral ordered captain Fogg to send to the captains to keep their line, and to behave themselves like men, which he did. Upon this captain Kirkby came on board the admiral, and pressed him very earnestly to desist from any farther engagement, which made the admiral desirous to know the opinion of the other captains. Accordingly he ordered captain Fogg to make the signal for all the other captains to come on board, which they did; and most of them concurred with captain Kirkby in his opinion: whereupon the admiral perceiving they had no mind to fight, and being not able to prevail with them to come to any other resolution, though all they said was erroneous, he thought it not fit to venture any farther. At this time the admiral was a-breast of the enemy, and had a fair opportunity of fighting them; the masts and yards in a good condition, and few men killed except those on board the *Breda*.

" On the 6th of October admiral Benbow issued a commission to rear-admiral Whetstone, and some captains, to hold a court-martial for the trial of the following captains:

Captain Kirkby	commander of the <i>Defiance</i>	of 64 guns.
Constable	-	Windfor 60
Wade	-	Greenwich 54
Hudson	-	Pendennis 48

who were accused of cowardice, breach of orders, and neglect of duty, in the fight that admiral Benbow had maintained, for six days, off the coast of Castagna, with *Du Cassé*.

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Du Casse, the French chef d'escadre, was undoubtedly a very brave man; as such, he felt for the distress and ill-usage even of a foe. Soon after the engagement was over he is reported to have written the vice-admiral a letter, which, according to Campbell, is still preserved in the family, to the following purport. "Sir! I had little hopes on Monday last but to have supped in your cabin, but it pleased God to order it otherwise; I am thankful for it. As for those cowardly captains who deserted you, hang them up, for by — they deserve it. Yours, DU CASSE." The French Squadron, after this fortunate escape, made the best of its way to Carthage, where having in some measure repaired its damages, it returned to Europe in the month of March 1703, and at last reached Brest, after having escaped many \* dangers, and being

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"The court-martial began on the 8th of the same month, and held four days. Captain Kirkby was brought to his trial; and the crimes above-mentioned charged on him, being proved, by the oaths of the admiral, ten commission officers, eleven warrant and inferior officers, he was sentenced to be shot to death; but the execution thereof respite till her majesty's pleasure be known.

"Captain Constable was cleared, by his own officers and men, of cowardice; but the other crimes being proved against him he stood cashiered, by the sentence given, from her majesty's service, with imprisonment during her pleasure.

"Captain Cooper was the next man tried. The crimes above-mentioned charged on him were proved by sixteen commission and warrant officers of his own ship, and by several others; whereupon the same sentence was passed on him as on captain Kirkby.

"Captain Hudson, commander of the *Pendennis*, died some days before the trial.

"Then came on the trial of captain Vincent, commander of the *Falmouth*; and captain Fogg, captain of the admiral's ship the *Breda*, for signing a paper, with captain Kirkby and the rest, against engaging the French, when there was so fair an opportunity and probability of success. But upon their alledging, in their own justification, that they did it only because they were persuaded, considering the cowardly behaviour of those captains, and fearing that, upon another engagement, those captains would wholly desert and leave the admiral in the *Breda*, and the *Falmouth* a prey to the French; and upon the character given by the admiral, and others, of their great courage and gallant behaviour in the battle, the court thought fit only to suspend them from their employment in her majesty's service, but withal, that this suspension shall not commence till his royal highnesses pleasure is known."

\* "Monsieur Du Casse, returning from the West Indies with his four men of war, was met, March 18, 1702-3, by vice-admiral Graydon

being reduced to a most miserable and shattered condition. Such was the end of the last remains of the mighty French armament, which had, at one time, spread terror and dismay through all the British West Indies; an armament which, had it been collected together at one time, consisted of upwards of fifty ships of war, thirty of which were of the line. Viewing coolly, at so great a distance of time as the present, this very enormous disparity of force, and the little benefit derived from it, by France, we scarcely know whether most to admire, that almost providential coincidence of ill conduct on the part of the enemy, which preserved to England her possessions in that quarter, or applaud that of the British admiral, who with a force, comparatively speaking, contemptible, and rendered, by the delinquency of the inferior commanders, still less capable of conducting any offensive operations, had the ability to counteract the proposed attempts of the enemy, so as to render them totally ineffectual.

To return to the vice-admiral. On his arrival at Jamaica he was obliged to have his broken leg cut off; in consequence of which a fever ensued, this a strong robust constitution enabled him to struggle with till the 4th of November. On that day he died, regretting, to his latest moments, the national disappointment which would necessarily attend his ill success, more than his own misfortune; a misfortune which, heightened by his sufferings, through a lingering illness, rendered him to all, an accumulated object of compassion, and sunk those who deserted him still deeper into the pit of national dislike and detestation.

As to his character, his bitterest enemy cannot deny him the honest reputation of a brave, active, and able commander; while on the other, his warmest friends and admirers must allow, he wanted those conciliating manners, which were necessary, to secure the personal attachment and regard of the officers he commanded. Honesty, integrity, and blunt sincerity were the promi-

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don with four ships of like force, one of which came up with and engaged his sternmost ship; but Du Cassé, making the best of his way, escaped the second time."—Colum. Roftrat. p. 292.

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nent features of his private character ; and we can only lament the depravity of human nature, when we find ourselves obliged to confess, these truly valuable qualities are not sufficient to acquire the love of our contemporaries, though they can scarcely fail of engaging the warmest esteem of every succeeding generation.

It has been positively asserted by many, that the admiral's body was buried at Jamaica ; but in a note, inserted by Campbell from the *Mercure Historique et Politique*, it is said, it was sent for home in order to be solemnly interred at the public expence. This appears to be confirmed by the testimony of several very ancient people still living at Deptford, who, although they do not remember the funeral itself, have a perfect recollection of hearing it spoken of as a recent event. According to this information he was buried in the church-yard of the parish of St. Nicholas, Deptford, in the north-west angle, formed by the projection of the steeple beyond the body of the church. A plain flat stone was laid over his remains ; but, through the miserable inattention of his posterity, and the disgrace of national gratitude, has been long since destroyed. The only evidence, at the present day, of the place of his interment, is the tradition just given.

According to Campbell, the admiral's sister presented, during his life-time, his picture to the corporation of Shrewsbury, who caused it to be hung up in their town-hall ; where, as it is said, it still remains. He left behind him a numerous posterity of both sexes. The sons dying without issue, the daughters became coheiresses. The eldest married Paul Calton, esq. of Milton, near Abingdon, in the county of Berks. Of the younger daughter we have no account.

BOKENHAM, William,—was appointed lieutenant of the *Kingsfisher*, by vice-admiral Herbert, on the 10th of August 1681. On the 17th of August 1682, he was removed, by the same commander, into the *Bristol*, on board which he himself carried his flag. On the 20th of June 1685, he was promoted, by king James the Second, to be first lieutenant of the *Rupert* ; and, on the 11th of July 1686, of the *Dragon*. On the 7th of May 1689, being very soon after the accession of king William, he was appointed commander of the *Happy Return*, of fifty

guns. This ship was unfortunately captured by the enemy soon afterwards; but captain Bokenham had then quitted the command of her, being removed into the *Sapphire*, one of the fleet sent to the Streights under admiral Killegrew, who, just before his return to England, in the month of May 1690, detached him, with his own ship and the *Richmond*, to convoy the merchant-ships from Cadiz, that were bound to Alicant and Malaga. On what particular service he was employed immediately after this does not appear; but we find him, in 1693, captain of the *Dutchess*, of ninety guns, and stationed in the line as one of the seconds to rear-admiral Mitchell. In 1696 he was made first captain of the *Britannia*; on board which ship the standard was hoisted, first by sir George Rooke, and afterwards by lord Berkeley, as successive commanders-in-chief. After the accession of queen Anne he was appointed captain of the *Association* of ninety guns, the leading ship of the fleet sent; in 1702, under the command of sir George Rooke, on the expedition against Cadiz.

In the attack made on Vigo by the fleet, when on its return home, captain Bokenham was ordered, with this ship, to attack a battery, mounting seventeen guns, which defended the entrance of the harbour. He conducted this service with that spirit and gallantry which appear to have ever formed the leading traits of his character, having completely silenced the object of his attack, with the loss of two men only killed. The credit he justly acquired on this occasion, and which might be said to eclipse those in which he had, during the former part of his life, been happily and successfully engaged, he did not long survive, dying on the 9th of November following, very soon after he had returned to England.

BOYS, Edward,—was, early in the year 1689, made commander of the *Kingsfisher* ketch. On the 2d of October following he was promoted to the command of the *Advice*, a fourth rate of forty-eight guns. This vessel appears to have been principally employed during this, and the following year as a cruiser; in which service it met with considerable success. In 1693 he commanded the *Cornwall* of eighty guns. He was afterwards appointed captain of the *Nonsuch*; on board which ship, in consequence

quence of some private discontent, he was rash enough to shoot himself, on the 24th, or, as others say, the 26th of September 1696.

BRIDGES, John,—is supposed to be the same person of whom a short account has already been given, page 59; but as there is some doubt of this, we have thought it best to notice them distinctly. This gentleman was appointed commander of the Northumberland, of seventy guns, on the eighteenth of November 1689; and this being the first information we have been able to collect relative to him, induces us rather to believe him to have been individually the same John Bridges of whom we have already spoken. In 1693 we find him commanding the Vanguard, a second rate of ninety guns, stationed to lead the fleet under the command of the joint admirals, Killegrew, Delaval, and Shovel. In this command he died, on the 24th of May 1694.

BUMPSTEAD, John,—was appointed commander of the Saint Paul fireship on the 14th of December 1689: he was sent soon afterwards to the West Indies with the Squadron under the command of commodore Wright, by whom he was promoted to the command of the Jersey, a fourth rate: in this vessel he was, in the following year, captured by the French. The manner, and time of his death are rather doubtful; some persons asserting he died while a prisoner in France, during the month of September 1691; others with equal positiveness, though apparently with not so much truth, insisting that he returned to England, and was sentenced by a court-martial, held for the purpose of enquiring into the loss of this ship, to be shot, for "*neglect, ill-conduct, and cowardice.*" It is but justice to captain Bumpstead's memory, to declare we have not been able to find any trace of such a court-martial having been held; and that we believe the first account to be undoubtedly the most correct, although the authenticity of a variety of other facts, collected from the same manuscript in which the latter information is given, oblige us to insert it, saving our own veracity, as we of right ought, by the foregoing observation.

DILKES, Sir Thomas,—was appointed second lieutenant of the Hampshire on the 29th of April 1687; and, on the 3d of September 1688, of the Henrietta. On the  
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8th of April 1689, he was promoted to the command of the *Charles* fireship; in 1692 he was captain of the *Adventure* a fifth rate, just rebuilt and employed as a cruiser on the Irish station. In the month of October, being in company with the *Rupert*, commanded by captain Beaumont, they captured two large French privateers, one of them carrying twenty-four guns and one hundred and eighty-five men, the other eighteen guns and one hundred and twenty men. The enemy made a resolute defence. The largest of them resolutely boarded the *Adventure*; but the superior discipline and conduct of captain Dilkes's people soon prevailed over the rash valour of the assailants. In December following he had the good fortune to fall in with a very large privateer mounting thirty-two guns and six patararoes, commissioned by the late king James. A desperate action ensued and continued six hours, when the enemy surrendered, having had their captain and twelve men killed, and twenty wounded. In the month of July 1693, he was promoted to the command of the *Restoration* of seventy guns, one of the ships belonging to the main fleet, consequently nothing memorable relative to him occurs during the course of that year. In the year 1694 he was removed into the *Dunkirk*; and, in the month of June, being in company with the *Weymouth*, had the good fortune to meet with, and capture off Cape Clear, a very large private ship of war, belonging to St. Maloes, mounting fifty-six guns; the particulars of which action are given at length in the life of captain, afterwards sir William Jumper.

Captain Dilkes continued, during the remainder of the year, on the Irish station; and by his diligence and attention, rendered the most complete protection to commerce, far as the narrow limits of his command could possibly enable him. In 1695 he was captain of the *Rupert*, and in the following year of the *Bredah* of seventy guns. He was one of the captains in the very unhappy expedition to the West Indies, in 1697, under the command of that brave but truly unfortunate officer, vice-admiral Neville. It fell, however, to the lot of captain Dilkes to achieve a service, which was nearly the most advantageous of any effected during this unhappy expedition, this was by capturing from the enemy a very fine

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ship, called the *Flying Hart*, carrying upwards of forty guns and two hundred and fifty men, having on board near 100,000 l. in specie. Sicknefs occasioning infinitely more devastation, both among the officers and men employed in this service, than the sword of the enemy, Mr. Neville and Mr. Mees, the two flag officers, both fell victims to it, as well as the major part of all the other officers. In consequence of this dreadful mortality the chief command of the Squadron devolved, in the month of August 1697, on Mr. Dilkes, who arrived in England with the Squadron in the month of Oct. after having undergone more difficulties, and distress than usually falls to the share even of the most dangerous, and hazardous of all naval enterprises.

The peace at Ryfwic being concluded, Mr. Dilkes does not appear to have had any other commission granted him during the reign of king William; but immediately on the accession of queen Anne was appointed captain of the *Somerfet* of eighty guns, and sent under sir G. Rooke in the expedition against Cadiz. Mr. Dilkes was appointed to lead the division of the commander-in-chief, who, when the attack on Vigo took place, removed his flag into the *Somerfet*, that he might be the better enabled to superintend and second the attack. The circumstances attending it have already been given.

On the 11th of March he was promoted to be rear-admiral of the White. In the month of July, having hoisted his flag on board the *Kent*, he was sent with a small Squadron to destroy a fleet of merchant-ships, and their convoy, which were at that time laying in Concalles bay. He sailed on this expedition from Spithead on the 22d, and on the 24th ordered the *Nonfuch*, ahead of the Squadron, to procure some intelligence of the enemy from Alderney. On the 25th the rear-admiral himself stood in for the *Casquets* on the same errand, and at six o'clock the same evening anchored off the S.W. end of Jersey. From thence he immediately dispatched captain Chamberlain in the *Spy* brigantine, to procure information and pilots, from the governor. He immediately sent two very intelligent persons, extremely well acquainted with that coast, who gave the rear-admiral intelligence of a fleet of  
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forty sail, which had been seen on the 15th, endeavouring to ply to windward, and get into Granville.

The rear-admiral instantly called a council, at which the pilots were both present. It was resolved to get under sail immediately, notwithstanding the tide was rather against them during the night, and endeavour to clear the westernmost of the Minques rocks, hoping, if they should be fortunate enough to effect it, that they might be able to get up with the enemy by day-light. The event perfectly proved the wisdom of this resolution, for, on the 26th of July at day-break, the enemy was discovered at anchor about a league to the westward of Granville. They immediately slipped on the approach of the English squadron, and ran in for the shore. The rear-admiral pursued them as far as the pilot thought it in any degree warrantable to venture. Indeed it would have been the height of imprudence to have ran in any farther, as at the time the rear-admiral brought up, he had only four feet water more than his ship drew,

The enemy's fleet was now found to consist of forty-five merchant-ships under the convoy of three corvettes or small frigates\*. The rear-admiral sent in his own boats manned and armed, as did all the other ships of the squadron. The enemy was attacked with so much spirit and vigour, that by noon fifteen sail were taken and brought off, six were burnt, and three sunk; the remainder got away so far up a bay between Avranche and mount St. Michael, that both the pilots were of opinion the ships could not stand in near enough to afford any protection or assistance to the boats. A second council was, however, called on the morning of the 27th, in which it was resolved, that a detachment should be formed of the smaller ships †, to support the boats of the squadron, and that the attempt should be made the next morning. This was accordingly carried into execution between ten and eleven o'clock, the admiral and all the captains of the squadron going in, to encourage the men. The three

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\* The *Royeuse*, the *Joyeuse*, and the *Victoire*.

† This consisted of the *Hector* and *Mermaid*, two fifth rates; the *Spy* brigantine, a vessel of six guns taken from the enemy the day before, and two fireships.

corvettes were first attacked: the largest, mounting eighteen guns, was burnt by the enemy to prevent her falling into the hands of the English: the second, of fourteen guns, was set on fire by Mr. Paul, first lieutenant of the Kent, who was shot through the lower jaw while effecting it: the third, which mounted only eight guns, was brought off.

Of the merchant-ships, seventeen were burnt or otherwise completely destroyed, so that of the whole fleet only four escaped, by getting under the guns of Granville fort, where it was impossible for boats to attack them. The enemy made several attempts to parry this attack, having sent several large well-armed shallops from Granville for that purpose; but the rear-admiral took the precaution to man a brigantine, and a small vessel of eight guns, which effectually protected the boats from that quarter. This service was thought so highly of by the queen, that she ordered gold medals to be struck in order to perpetuate this event, and distributed them to the admiral and the principal officers.

The rear-admiral arrived at Plymouth, with his prizes, on the 3d of August; but did not long continue in port, being sent with a squadron, consisting of ten ships of war and a fireship, to convoy, to a certain latitude, an outward-bound fleet of merchant-ships. Contrary winds obliged him to put into Cork on the 18th of August. Having sailed a short time afterwards, and fulfilled the first part of his instructions, he continued cruising at the entrance of the Channel till the beginning of the month of October, when he again put into Cork, and was detained there, by contrary winds, till the middle of November. He sailed from thence about that time with a very valuable fleet of East India and Virginia ships, which had been obliged, for the same reason, to put into the same port. He convoyed them safely to England, and in lucky time, for he had scarcely come to an anchor, at Spithead, when that dreadful hurricane came on, which is usually distinguished by the name of the *great storm*, and which he consequently escaped the ill-effects of.

In the beginning of December he came into harbour to refit. This being accomplished, he again sailed, about Christmas, to the westward with a very small squadron, consisting

consisting of three or four ships only. He had the good fortune to capture a very valuable French ship, homeward bound from Martinico, mounting twenty-four guns, which he carried into Plymouth on the 14th of January. He was immediately afterwards appointed to command one of the divisions of the main fleet, which was then rendezvousing at Spithead for the purpose of convoying Charles, the king of Spain supported by Britain, to Lisbon. He sailed accordingly on this service, under the chief command of sir G. Rooke, on the 13th of February, having his flag still on board the Kent of seventy guns. After the arrival of the fleet at Lisbon, the rear-admiral was sent by sir George, according to form, to compliment the king of Portugal, who received him with the highest respect.

On the 9th of March 1704, sir G. Rooke sailed from Lisbon, on a cruise, with such ships as were in a condition for immediate service. Having, on the next day, received an account, from a Dutch privateer, that he had the night before seen three Spanish ships of war, and a dogger, which he at that time judged to bear south from the fleet, and distant not more than ten leagues; sir George, immediately on receiving this information, made sail; and it being imagined by some persons on board the headmost ships, that they had sight of the enemy in the evening, the rear-admiral was ordered to continue the chase to the south-west, with the Kent and Bedford of seventy guns each, and the Antelope of fifty. During the next day and the following night it blew so hard that Mr. Dilkes was unable to make sail; but becoming more moderate on the 12th he got sight of the enemy's ships, all which he took after some resistance. They proved to be the *Porta Cœli*, and the *Santa Theresa*, of sixty guns each; and the *St. Nicholas*, a merchant frigate of twenty-four. These ships were bound from St. Sebastian's to Cadiz: their cargoes were not only valuable in themselves, but the loss of them was particularly consequential and distressing to the enemy, as they consisted entirely of cannon, bombs, and military stores.

Contrary winds prevented the return of rear-admiral Dilkes to Lisbon till the 25th of March: and in going into the river one of his prizes, the *Santa Theresa*, was

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unfortunately lost. Sir George having, in the interim, returned to Lisbon, the whole fleet having been joined by all its detachments, sailed from the Tagus on the 27th of April. Its first achievement was the capture of Gibraltar, in which service, however, Mr. Dilkes was not engaged. At the battle off Malaga, which took place soon afterwards, he behaved with the utmost gallantry. Several of the ships belonging to his Squadron had been engaged in the attack on Gibraltar, where their expenditure of ammunition causing a great want of it in the action alluded to, they were obliged, on that account, to quit the line. The gallant behaviour of the rear-admiral in this action, rendered more perilous by the circumstance just mentioned, procured him the honour of knighthood, on the 22d of October, soon after his return to England.

On the 18th of January 1704-5, he was advanced to be rear-admiral of the red, and immediately appointed to command the convoy sent with a fleet of merchant-ships to Lisbon. Having hoisted his flag on board the *Revenge*, he sailed from Spithead on the 1st of February, but was compelled, by a contrary wind, to put back to St. Helens. He sailed again on the 15th, but did not succeed in getting to sea till the 18th; and, after a successful passage, arrived in the Tagus on the last day of February, where, according to his instructions, he put himself under the orders of sir John Leake. The whole fleet sailed on the 6th of March, and on the 10th he had a conspicuous share in capturing and destroying the squadron\* that was employed, under the baron De Pointu, in blocking up Gibraltar by sea. The fleet immediately returned to Lisbon, having left sir Thomas Dilkes, with a small squadron, to cruise off the Burlings.

On the 11th of June a considerable reinforcement arrived at Lisbon under the *earl of Peterborough* and sir C. Shovel, who were appointed joint admirals. Sir Thomas having returned into port, a general council of war was called on the 15th, in which it was resolved to put to sea with the whole fleet, at that time consisting of forty-eight ships of the line, English and Dutch, and to cruise between Cape Spartel and Cadiz, in order to prevent, if possible, the junction of the Brest and Toulon squadrons.

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\* A particular account of which has been already given, p. 172.

This resolution was carried into execution on the 22d; and having cruised for some time, according to the foregoing determination, in the beginning of August it proceeded for the Mediterranean, at the express solicitation of king Charles, in order to attempt the reduction of the city of Barcelona. This conquest being effected, sir C. Shovel and the principal part of the fleet returned to England in the month of October. Campbell and Lediard both mention sir Thomas as the commander of a small squadron in the month of October, employed to watch the motions of the well-known count de St. Paul, who was then lying in Dunkirk. Lediard mentions this circumstance with much doubt, and gives no particulars\*. Campbell speaks with rather more confidence; but is certainly mistaken either as to the time or the name of the commander. Sir Thomas Dilkes was, undoubtedly, at the period given by him, coming home from the Mediterranean with sir C. Shovel,

In the year 1706 sir Thomas continued to serve in the main fleet under sir C. Shovel. In the European seas there was no opportunity of effecting any thing; and, owing to a variety of delays, it did not sail for Lisbon, and the Mediterranean, where it was at last destined, till the 1st of October. It was in all probability at this time (October 1706) that sir Thomas was employed in the blockade of Dunkirk, as we have already related, for he did not sail with sir Cloudesley, being left behind in order to convoy to Lisbon a fleet of merchant-ships and transports, with stores and ammunition destined for the next campaign. He did not sail from Spithead till the 31st of December, and was even then obliged to put back. He afterwards attempted to beat down Channel with a contrary wind; but was obliged at last to put into Torbay, from whence he sailed on the 15th of January; and, meeting with very bad weather, did not reach Lisbon till the 20th of February. The fleet sailed from thence

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\* Campbell informs us that the count de St. Paul was killed during this cruise in attacking the Baluc fleet and its convoy. The author of the *Columna Rostrata* on the other hand asserts, the count de St. Paul to have been slain in the action with commodore Wyld and the Lisbon convoy in the month of May 1707.

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the beginning of May. The principal, and, indeed, only enterprize it undertook, was the attack of Toulon, which, as it is too well known, proved unsuccessful.

When the army, under the duke of Savoy, was about to return to Italy, sir Thomas was appointed to command the detachment of the fleet which was to cover his march. The previous dispositions being made on the 10th of August, the ships of war warped in as close to the town as possible; and five bomb-ketches, supported by a number of light frigates, and the boats of the fleet, ran into the creek of Fort St. Louis; from whence, notwithstanding a tremendous fire on the part of the enemy, they continued to bombard the town and harbour from twelve o'clock at noon, on that day, till five the next morning, and with no inconsiderable success: but the enemy had by that time brought so many guns and mortars to bear on the assailants, that they were compelled to retire.

Independent of the service rendered by this spirited attack which secured the retreat of the duke of Savoy, the town was considerably injured, the principal magazine of cordage set on fire, and eight ships of the line either destroyed or rendered totally unfit for service\*. Sir Cloudesley, who returned to England immediately after the siege was raised, left sir Thomas Dilkes as commander-in-chief in the Mediterranean with thirteen ships of war, nine of which were of the line. With this Squadron he sailed from Gibraltar on the 5th of October, intending to have escorted a convoy of troops and provisions from Italy to Catalonia. While on his passage he received several expresses from king Charles, all requesting him to repair to Barcelona with his Squadron, he (the king) having matters of much importance to communicate to him. The admiral, unable to resist so powerful a solicitation, complied with his request.

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\* These were, The Triumphant of 92 guns.

Sceptre	-	90
Vanqueur	-	86
Neptune	-	76
Invincible	-	70
Serieux	-	60
Laurier	-	60
Sage	-	54

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The points pressed by the king at his conference with sir Thomas were, that he should attempt the conquest of Sardinia, and attend principally to the defence of the coast of Catalonia. These being quite foreign to the instructions the rear-admiral had received, he was under a necessity of refusing his compliance; which he did in so proper, and at the same time so forcible a manner, that the king was neither offended at his refusal, nor ventured again to repeat his improper request. The admiral sailed from Barcelona on the 2d of November, intending to carry his former intention into execution, by repairing immediately to Italy for the troops. Contrary winds, and continued storms prevented his reaching Leghorn till the 19th; and even after he had anchored there he encountered so dreadful a gale of wind, that almost every ship in his squadron sustained some damage from it.

A new difficulty now presented itself, and of a very disagreeable and delicate nature. The court of Tuscany had, for some time, been in the habit of paying very extraordinary honours to such French flags as entered that port: sir Thomas being informed of this, and piqued at the partial preference, demanded, on his arrival, a salute of seventeen guns, which was refused him. He then spiritedly complained to the queen's minister at the grand duke's court; who was answered, by the secretary of state, "That the castle of Leghorn never saluted any flag under the degree of a vice-admiral; and therefore sir T. Dilkes, being a rear-admiral only, had no right to expect it. As to the number of guns that sir Cloudesley Shovel was content with was eleven, and returned the same number." In all public disputes there is no argument so prevalent as precedent or former usage; so that the matter, thus explained, was immediately adjusted.

As a proof of *personal respect* to the rear-admiral, he was invited on shore to a public dinner on the 1st of December; but this mark of *Italian* complaisance cost him his life: a violent fever ensued, of which he unhappily died on the 12th of the same month. There are many persons who insist, that the death of this very worthy commander was occasioned by poison, administered to him at the entertainment above-mentioned, as a warning to all future English commanders who should enter that port, *not to complain*

*complain of the conduct of the Tuscan court.* Certain it is, says Campbell, the seamen always looked upon the admiral as a martyr to the honour of his country. He was interred with much solemnity, on the 14th of the same month, in the burial-ground of the British, without the city, all the ships of the Squadron firing minute-guns during the ceremony.

He married lady Mary Boyle, relict of Henry Boyle of Castle Martyr, in the kingdom of Ireland, esq; and third daughter of Murrough O'Brien, first earl of Inchiquin. By her he left two sons, Michael O'Brien Dilkes, who died in the year 1774, a lieutenant-general; and William, who afterwards became a captain in the navy, of whom hereafter.

As for the character of this brave and unfortunate man we find much to applaud and nothing to censure: he appears to have always maintained the name of a British commander in its genuine lustre. The slave of no faction, he became not the subject of abuse even to the most violent men of party: and if his name passed unregarded, or unnoticed, it was not that he was the less respectable, but that there was found the less to blame in him. The respect of those who were his superiors in command he always possessed: the service on which he was ordered, he constantly did his utmost to accomplish. He never objected to any thing consistent with his duty; nor was ever known to wantonly arraign the conduct of another, because, perhaps, he might differ from him in opinion. In fine, he died lamented by all, and dispraised by none.

EVERY, Sir John,—was the 2d son of sir Henry Every, of Eggington, in the county of Derby, baronet; and Vere, eldest daughter of sir Henry Herbert, knight, master of the revels to king Charles the First. He was appointed second lieutenant of the Charles galley on the 6th of July 1686; and, on the 3d of September 1688, of the Montague. On the 27th of November following he was promoted, by lord Dartmouth, to be first lieutenant of the Edgar; and, on the 16th of June 1689, to the command of the Kingsfisher. He is said to have been afterwards captain of several capital ships of war, particularly of the Neptune, and the Victory, under the lord Berkeley: also of the Queen, a first rate of one hundred guns. After having served, during a considerable



able part of the reign of king William, with infinite credit to himself, he retired from the service, succeeding, on the death of his elder brother, sir Henry Every, without issue male, to the title and estate. He married, first, Martha, daughter of John, lord Haversham; and, secondly, Dorothy, daughter of Godfrey Meynell, of Bradley, in the county of Derby, esq. He died on the 1st of July 1729, leaving no issue by either.

GILLAM, Thomas,—was appointed lieutenant of the Ruby on the 6th of September 1688. On the 25th of March 1689, he was promoted to the command of the Greyhound; and, soon afterwards, to that of the Chester. This vessel was stationed by admiral Russel, in the year 1692, as one of the look-out frigates ahead of the grand fleet. Captain Gillam had the happiness of first getting sight of the French fleet under Tourville; and thus contributing, by his activity and good fortune, to the glorious victory which ensued. These were rewarded immediately afterwards, by his promotion to the St. Alban's; in which ship he was sent to Newfoundland, with the Bonadventure, Mary galley, and Spy fireship. They took several prizes off that coast; and on their return to England, in the month of October following, encountered a violent gale of wind at the entrance of the British Channel; in which, however, all of them had the good fortune to escape any disaster. Captain Gillam soon afterwards experienced a very untimely end. In the month of December 1693, he was sent to cruise off the coast of Ireland; and coming to an anchor at the entrance of Kinsale harbour, went ashore there in his pinnace, accompanied by captain Hailes of the Virgins Prize. The wind soon after freshened considerably, and what was still more grievous, blew directly in shore. Capt. Gillam being exceedingly anxious to return to his ship, disregarded the apparent danger of the attempt: his boat with the utmost difficulty reached the ship; but the sea running very high, it was immediately staved against the bow, and both capt. Hailes and himself were unfortunately drowned, together with eleven of the boat's crew, two of them only escaping. The storm still continuing to increase, the ship itself was blown from its anchors and driven on a rock, near the point of a place called Sandy Cove, where it was totally

totally lost; the crew, one or two only excepted, fortunately preserving their lives.

**GOTHER, James**,—was appointed first lieutenant of the *Elizabeth* on the 26th of October 1688; on the 3d of May 1689, he was promoted to be captain of the *Fire-drake* bomb; and soon afterwards of the *Woodwich*, a fourth rate of fifty-four guns. He commanded this ship at the battle off Beachy Head, where he behaved with much gallantry. After the battle off La Hogue, where he was also present, but in what ship we have been unable to discover, he was promoted to the *Royal Catherine*, a second rate; in which ship we find him stationed, during the year 1693, as one of the seconds to rear-admiral Aylmer, and afterwards to rear-admiral Neville. He continued in the same command till the time of his death, which happened on the 9th of November 1696; and was always stationed in the line as second to some flag-officer; so that the compulsive inactivity of the fleet, in consequence of the extreme caution of the enemy, prevents us from adding any thing to what we have already related.

**GOOD, Edward**.—The first information we have been able to collect relative to this gentleman, is, his being appointed commander of the *Kent*, of seventy guns, on the 6th of June 1689. He most probably continued captain of this vessel two or three years; but, in 1693, he commanded the *Boyne* of eighty guns; a ship in which he continued during the remainder of the war. We find him commanding a ship after the peace at Ryswic, and most probably was employed during the whole of king William's reign, as we find him in commission as late as the year 1699. The name of the ship we have been unable to ascertain. We cannot investigate the particular command he held after the accession of queen Anne. He certainly, however, commanded a ship of the line, and was one of the members of the court-martial held on board the *Queen*, at Spithead, on the 13th of July 1702, for the trial of sir John Munden.

In the year 1703 he retired altogether from the service with a pension of 182l. 10s. a year, which he enjoyed till his death, which happened on the 19th of February 1719.

**GREENHILL, David**,—was appointed commander of the *Cadiz Merchant* fireship on the 5th of March 1689.

1689: In the year 1693 he was captain of the *Eaglet* ketch, at that time on the New England station. While employed in this service he is said to have committed some misdemeanour, for which he was sentenced, by a court-martial, to forfeit twelve months pay, and degraded from his rank of commander, he was ordered to serve in a private station *as a volunteer on board the fleet*. We have been able to collect nothing farther relative to him till the year 1702, except that we believe him to have commanded some ships of war during the peace. We find him in that year one of the captains composing the court-martial held on sir John Munden; a very sufficient proof that, if he had been degraded, he was afterwards restored. On the 27th of January 1702-3, he was appointed master-attendant at Woolwich, an office he is supposed to have retained till his death, which happened in the year 1716.

N. B. A Mr. Greenhill, most probably a brother of this gentleman, appears to have been a commissioner of the navy, at different ports, from the year 1695, to the year 1708.

HARMAN, William, — was appointed lieutenant of the *Newcastle* on the 26th of September 1688. He was promoted to the command of the *Sophia* fireship on the 10th of May 1689. In 1693 he was made captain of the *Mermaid* of thirty-two guns, one of the ships sent to the West Indies, in that year, under the command of sir Francis Wheeler, who promoted him, after his arrival there, to be captain of the *Advice*, a fourth rate. In the year 1694 he was detached to Jamaica, where he was ordered, by sir William Preston, the governor, to proceed, with the *Hampshire* and *Experiment*, to Hispaniola, for the purpose of distressing the enemy, by the destruction of some of their sea-port towns on that coast. Captain Harman unfortunately received a wound in the attack of the town of Leogane, of which he died a few days afterwards.

HAUGHTON, Henry, — was appointed second lieutenant of the *Kingsfisher* on the 4th of July 1686; on the 24th of May 1688, of the *Reserve*; and, on the 23d of August following, of the *Advice*. On the 13th of June 1689, he was promoted to the command of the *Bristol*; and continued gradually advancing in the service, so that  
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in the year 1693 he commanded the *Devonshire* of eighty guns, one of the ships belonging to the main fleet. When lord Berkeley, after the death of sir John Ashby, took the command of this squadron, captain Haughton was stationed in the line as one of his seconds. In the year 1696 he commanded the *Shrewsbury*, a ship of the same force, and employed constantly in the same line of service, till the peace at Ryswic: after which he was appointed to another ship of the line, with whose name we are unacquainted. At the commencement of the war with France, in 1702, he was made captain of the *Bedford* of seventy guns, and sailed as one of the seconds to sir G. Rooke in the expedition against Cadiz. On his return from thence he was promoted to the *Barfleur*, a second rate, as successor to captain Bokenham: a station and command, in which he died in the course of the year 1693.

HEATH, Thomas, — was appointed captain of the *Owners Love*, a fireship, on the 2d of April 1689. He continued commander of a fireship till the battle off La Hogue, where he distinguished himself exceedingly, and had an opportunity of rendering a very memorable service to his country, by the destruction of the *Royal Sun*, monsieur Tourville's flag ship\*. He was immediately afterwards promoted to the command of the *Chester*, of forty-two guns; and in the following year sent, under the orders of sir Francis Wheeler, to the West Indies, where, very soon after his arrival, he unhappily fell a victim to the climate, at that time more destructive than the sword of the enemy. He died on the 9th of June 1693.

HICKS, Jasper, — was, on the 30th of May 1689, appointed commander of the *Archangel*. His progress in the navy was but slow, and we suppose him to have been for a long time unemployed. In 1693 he was captain of the *Kingsfisher*, a fourth rate of forty-six guns; a vessel he continued to command during the remainder of the war†. After the peace at Ryswic he does not appear to

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\* "Captain Heath burnt Tourville's ship, which was most difficult."  
Sir R. Delaval's Letter.

† He was employed principally as a cruiser, in which service he met with some success.

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have been employed ; nor, indeed, till some time after the accession of queen Anne. In the year 1704 we find him commander of the Yarmouth, one of the fleet sent to the Streights under the command of sir Geo. Rooke, an expedition ever memorable for one of the most signal and fortunate events that grace the naval history of Britain. This was the capture of Gibraltar ; in which service captain Hicks bore a very distinguished part. A detachment of ships were put under his command, on the 22d of July 1704, with orders to attack the South Mole Head. The wind being off shore, it was a task of no small difficulty to work the ships in, and place them to the best advantage. This, however, being at last effected, the cannonade commenced at day-break on the 23d, and was continued with such fury, that it was computed upwards of fifteen thousand shot were expended, in about six hours time, against the town and its defences : so that the enemy were driven almost every where from their guns, but more particularly from those mounted near the Mole Head, the immediate object of captain Hicks's attack.

The confusion of the enemy being apparent, captain Whitaker was ordered to land, with a large body of seamen and troops who had been previously collected for that purpose, and embarked in a division of boats belonging to the fleet ; but, ere he could execute these orders, captain Hicks, sustained by captain Jumper, who lay with their ships nearest to the shore \*, pushed forward in their own pinnaces, and a few other boats, manned and armed, and possessed themselves of the great platform ; from which the enemy was unable to dislodge them, though they sprung a mine, which blew up two lieutenants and killed and wounded near an hundred men. Captain Whitaker afterwards landing and supporting them completed their success. This almost unparalleled act of gallantry was rewarded by the surrender of a fortress, which has since bid defiance to reiterated attacks of the most violent kind ; to the combined assaults of fleets and armies, headed by generals and commanders of the highest reputation, aided by every terrific war-like invention, military ingenuity, and the rage of a disappointed enemy could suggest.

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\* Drinkwater's History of the Siege of Gibraltar, page 9.

These are ever-verdant laurels which will always encircle the memories of the bold and fortunate assailants, and which time itself will not cause to wither, or the destructive blasts of calumny even to fade. That nation which laments its loss may console itself with the reflection of having defended it honourably, and attacked it bravely, and consider that it is as little wonderful, the same national spirit which is once able to conquer, should, in after times, stimulate successfully, to defend.

At the battle of Malaga, which took place soon after this event, captain Hicks behaved with his usual spirit, notwithstanding his ship was one of those least capable of sustaining such an encounter, from the enormous expenditure of ammunition in the late attack, which compelled several ships of the combined fleet, who had been engaged in it, to quit the line before the conclusion of the action, in order to receive a supply from some of the frigates, or such ships as were able to afford it them. After this time we meet with nothing memorable relative to captain Hicks till the year 1707, at which time the chief command of the squadron, left in the Mediterranean by sir Cloudesley Shovel, devolved upon him, in consequence of the death of sir T. Dilkes, at Leghorn. He sailed from thence immediately for Vado, where, having taken on board a body of troops destined for Catalonia, he convoyed them thither, and then proceeded to Lisbon \*. He there refitted his squadron,

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\* His conduct on this occasion gave much offence to Charles the Third, who, without making the smallest allowance for the condition of captain Hicks's squadron, or the orders which he was under from his own court, thought proper to break out into a most violent and unfounded charge of criminality against him, in a letter to sir John Leake. That the reader may draw his own conclusions, we insert the following translated extract from his majesty's very curious epistle.

" Captain Hicks, who, after the death of vice-admiral Dilkes, had the command, as eldest of the squadron, notwithstanding the wind was most favourable for Sardinia, made the best of his way for Barcelona, where being arrived, with part of the fleet and of the troops, *leaving the rest behind*, he returned to Lisbon; whereby he has left MY PERSON, this principality, and the army exposed to the greatest extremities and dangers they ever were threatened with, *having no regard to the lively representations and protestations which were made to him from me*, and all the ministry and generals which are at my court, to persuade him to go to Sardinia, and from thence to Italy, to embark the Imperial

dron, which consisted of fourteen ships of the line, besides frigates and bomb-vessels, in the best manner circumstances would permit him, and waited for the arrival of sir John Leake, who was on his passage thither from England in order to take the command. Sir John Leake entered the Tagus on the 27th of March; and, on the 31st, ordered captain Hicks, who then commanded the *Warspight*, to take under his orders the *Rupert*, *Triton*, and a Dutch ship of the line, and convoy the West India and Newfoundland trade one hundred leagues. He was instructed to proceed afterwards for the island of *Terceras*, where he was to join four Portuguese ships which were stationed there to wait for the Brazil fleet. He was to attend them to Lisbon, and from thence was to return to England with such merchant-ships as should be ready to accompany him. After this time the name of captain Hicks does not occur as having held any command. He is said to have been killed in the year 1714; but the particular circumstances relative to his death we have not been able to discover.

This brave and worthy man appears to have been one of those characters who pass through life, as it were, in silence, without attracting the attention or notice of their contemporaries, and whose best services are treated with a cold neglect, indifference, and ingratitude. The page of history, and the annals or records of that service with which he was connected, are equally silent relative to him. In point of rank he was senior to some who attained, even during his life, elevated commands, in which they acquired, perhaps, less honour than he himself

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Imperial and Palatine horse, which are at the sea-side for that purpose. I shall not enlarge upon several circumstances which shew but too evidently the irregular conduct of this *captain commandant*; nor upon the unhappy consequences which are to be apprehended to the very great prejudice and disadvantage of the common cause, &c."

It appears as if the fears of his Catholic majesty so totally occupied his mind, that every circumstance which did not in some degree tend to allay them, created some new paroxysm. It is, however, needless to say more, in justification of captain Hicks, than that his Squadron was totally out of condition for service, and that necessity compelled that conduct, from which no prudent or honest commander would have swerved.

did in his private station. Without friends, without interest, without envious ambition, he frequently served, without murmuring, under admirals whom, had they continued in the rank of private captains, he must, according to the rule of the service, have himself commanded. This conduct should raise him to a rank among those great and truly patriotic characters, who, in all ages, have, at times, forgotten the ingratitude of individuals, the neglect of those who ought to have been their protectors, and their own private advantage, when put in competition with the love and welfare of their country. His continuance in service under the circumstances he did, is not to be considered as a derogation from the character of a brave and spirited commander, but as the contempt of a mere punctilio, which has been, in other instances, too often insisted on to the manifest injury of the state. Such we have seen his public spirit in the civil line of his profession; in his military capacity, his bravery, which we have too faintly and weakly stated, as exhibited at Gibraltar, cannot place him too high in the esteem of every historian, every lover of true gallantry, and every honest man.

JENNINGS, Thomas, — was appointed first lieutenant of the *Pendennis* on the 30th of September 1688. He was promoted to the command of the *Alexander* fire-ship on the 29th of May 1689. In 1693 he was captain of the *Victory*, the ship on board which sir John Ashby hoisted his flag as admiral of the blue squadron. In 1695 he commanded the *Shrewsbury*, under lord Berkeley, admiral of the blue squadron, and employed, at that time, in the bombardment and attack of the French ports. In the same year he was afterwards promoted to the *London*, a first rate. In 1696 he served as second captain of the *Britannia*, first under sir G. Rooke, and afterwards lord Berkeley. After the peace at Ryfwic had taken place he still continued in commission. Early in the year 1701 he was appointed master-attendant at Woolwich yard; an office at that time sometimes held by captains in the navy. He was very soon succeeded by captain Edward Whitaker; and, in the year 1703, retired from this line of naval service, on being appointed a commissioner of the victualling-office. This station he quitted in the following year, on being



being promoted to the office of comptroller of the accounts of the store-keepers of the navy. He retired altogether, from what may be called public life, in the year 1714, with a pension of 250*l.* a year, which he enjoyed till the time of his death, on the 26th of October 1723.

JENNINGS, Sir John,—was appointed lieutenant of the Pearl on the 12th of May 1687; on the 27th of August 1688, of the St. David; and, on the 22d of December following, of the Swallow; the last by commission from lord Dartmouth. On the 16th of November 1689, he was advanced to the command of the St. Paul fireship; a station from which he was very soon afterwards promoted, but to what ship is not positively known. In 1690 he was captain of the Experiment, of thirty-two guns, at that time employed as a cruising ship off the coast of Ireland, where he met with considerable success, having had the good fortune to intercept a number of small vessels employed in the transportation of troops and ammunition for the service of the exiled king's army in that country.

In 1693 he was made captain of the Victory under sir John Ashby. He remained in this ship a very short time; and afterwards commanded the Winchester of sixty guns, one of the ships attached to the main fleet; but was, in the month of July, removed into the Mary, a ship of the same force and rate, and employed also in the same line of service, accompanying admiral Russel on his expedition to the Mediterranean. He continued to command this ship till the year 1696, when he was made captain of the Chichester, of eighty guns. In the month of January following he commanded the Plymouth, at that time employed as a cruising ship. On the 27th he fell in with and captured, after a long chase, a very fine privateer belonging to St. Maloes, called the Concord, pierced for twenty-two guns; but, at the time she was taken, mounting only fourteen. His good fortune did not end here, for, on the 5th of February, having at that time the Rye frigate in company, he discovered, about eight o'clock in the morning, three ships standing towards him. He suffered two of them to run within gun-shot of him before he pretended to observe them: finding the Plymouth, on their nearer approach, to be a ship of war, they bore away

with all the sail they could croud. Captain Jennings, in his turn, pursued them, and in about an hour's time got nearly along-side of the largest. The enemy being in confusion, threw their ship up into the wind; by which accident they lost their main-mast, and fore-top-mast: and on captain Jennings's firing a single gun at them, struck their colours. The prize was called the *New Cherburg*, built purposely, at *Marfeilles*, for a cruiser, and mounting thirty-six guns.

The *Rye* coming up soon afterwards, captain Jennings left that ship to take care of the prize, and with his utmost expedition made after the consort. He came up with her about one o'clock. Her captain was a person of some consequence, and endued with a bravery, encreased by despair, to a pitch bordering almost on romantic. Finding all farther attempts to escape would be vain, he resolutely brought to, and engaged the *Plymouth* for the space of three hours: nor did he at last surrender, till thirty-three of his people were either killed or wounded. This second prize was called the *Dolphin*, a privateer belonging to *St. Maloe's*, mounting only twenty-eight guns, but manned with a chosen crew, consisting of one hundred and ninety-six men.

Captain Jennings lost no longer time than was necessary to convoy his prizes into port. Sailing immediately with his old consort, the *Rye*, he met with the *Severn* man of war, which was at that time employed also on the cruising service. They all three stood over to the coast of France; and, on the 25th of the same month, got sight of a French convoy of twelve ships, laden with wine from *Bourdeaux*. The *Plymouth* out-sailing her companions, soon came up with the sternmost of the merchant-ships, which captain Jennings left to be secured by the *Rye* and *Severn*. He himself pursued the convoy, which consisted of two small private ships of war belonging to *Dunkirk*, one mounting twelve the other eight guns. The latter captain Jennings captured, as he afterwards did two of the merchant-ships; his consorts taking four more.

The peace at *Ryswic* taking place in a few months after this time, we meet with nothing memorable relative to this excellent commander till after the accession of queen *Anne*. He continued to be employed during the greatest

greatest part, if not the whole of king William's reign. But the time of peace, as we have already frequently taken occasion to remark, affording very few interesting particulars for the memoirs of the greatest characters in his line of life, this breach in our narrative is the less to be wondered at, though we have not been able to give even the name of the ship or ships he commanded during this period.

On the recommencement of the war with France, in 1702, he was appointed to command the *Kent*, of seventy guns, and sailed soon afterwards, under sir G. Rooke, on the expedition against Cadiz. At the attack on Vigo he assisted as one of the seconds to vice-admiral Hopson, who led the assault with his division. After his return he was promoted to the *St. George*, a second rate of ninety-six guns. In this station he accompanied sir C. Shovel, in the year 1703, on his fruitless voyage to the Mediterranean, for the relief of the Cevenpis. During the next year (1704) he still continued captain of the same ship, and was present, under sir G. Rooke, at the capture of Gibraltar, and the battle off Malaga, in which last he was stationed as one of the seconds to the commander-in-chief. His conduct and gallantry, on this occasion, were so remarkably conspicuous and praise-worthy\*, that, on the 9th of October following, he received the honour of knighthood, as an express reward for the service he rendered in that encounter.

On the 24th of January 1704-5, he was promoted to be rear-admiral of the blue; and being appointed to command in that station, under sir C. Shovel, joint-admiral of the main fleet, with the earl of Peterborough, was ordered†, as it is said by Lediard, to collect the ships of war at Spithead, previous to Shovel's arrival. This, although it is a circumstance almost too trivial to merit dispute, we are inclined to disbelieve, as we find, in the

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\* He had forty-five men killed and ninety-three wounded. In the account given, published by authority, of this battle, it is particularly said, "several ships of the admiral's, rear-admiral Byng's, and rear-admiral Dilkes's divisions being forced to go out of the line for want of shot, the battle fell very heavy on the admiral's own ship, the *St. George*, and the *Shrewsbury*."

† On the 7th of April.

Gazette, No. 4123, that sir John, in all probability, had no flag hoisted till the 13th of May, at which time he accompanied admiral Shovel to Portsmouth, and immediately repaired on board the *Royal Anne*. He appears to have sailed, with a strong detachment of the fleet, under the command of vice-admiral sir George Byng, a few days before sir Cloudesley, with the remainder, was ready for sea. The chief object of the cruise was to reconnoitre the harbour of Brest, in order to discover whether the enemy had any squadron in that port ready for sea. Having received information that the French had eighteen ships of the line there, completely equipped, these commanders repaired to the rendezvous assigned them, where they were joined by sir Cloudesley Shovel on the 27th of May.

A council of war was immediately held, in which it was determined, that sir G. Byng, and sir J. Jennings, should be left behind, with twelve ships of the line, a frigate, and a fireship, to watch the motions of the enemy. A discretionary power was vested in sir George either to dispatch rear-admiral Jennings after the fleet, to the bay of Wares, or to retain him in soundings, according to the intelligence he might afterwards receive relative to the motions of the enemy. It was thought most prudent to adopt the latter measure, and sir John removed his flag into the *Mary*, a third rate. But the French ships continuing in port, we do not meet with any thing more remarkable performed by this squadron than the capture of a few privateers\*, which had for some time infested the coast of Ireland. Sir John returned into port, for the winter, about the middle of November, having, as his last piece of service during this naval campaign, convoyed, from Ireland, an East India fleet, which had put in there some time before.

The year 1706 affords us some particulars, relative to the life of this brave and able commander, that are rather more interesting than the foregoing. He was sent out, in the month of April, as second in command, under sir G. Byng, of the reinforcement dispatched to sir John Leake

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\* "One of twenty-two guns, one of sixteen, and one of fourteen, captured in the month of October."—*Gazette*, No. 4171.

at Lisbon. That admiral having sailed from thence before their arrival, they proceeded after him to the Mediterranean, and joined him on the 30th of April. The first service undertaken by the fleet was the relief of Barcelona. Sir John Jennings, with sir George Byng, and several of the ships which came from England with them, carrying a press of sail, being also prime sailers and just off the ground, arrived off that city some hours before their comrades, and were very near surprising and capturing several of the enemy's ships, the rear of whose fleet they got sight of, as it quitted Barcelona road in great disorder. The siege being effectually raised, and the soldiers embarked, the fleet sailed, on the 7th of May, for Valencia, where the troops were immediately landed. It was afterwards resolved to proceed to Alicante: but information being received, while the fleet was on its passage thither, that the inhabitants of Carthagena wished only for the presence of the fleet, and an opportunity of declaring for king Charles the Third, it was immediately determined to steer thither. The fleet arrived on the 1st of June, and the conditions of surrender\* were finally settled the following day. It may hitherto be thought, this short detail of the operations of the fleet, in which sir John Jennings appears to have had no particular concern, has been unnecessarily introduced here. But it has been necessary, in order the better to connect the narrative, as we shall now find him entering into a more active scene of life.

On the surrender of Carthagena, and the sailing of the main body of the fleet from thence, sir John Jennings was left behind, with a small squadron of four ships of the line, to arrange the civil government, and secure the future internal tranquillity of that city. This task he very diligently and judiciously fulfilled, to the satisfaction of all the inhabitants, and in so short a time, that in less

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\* The author of the Life of sir John Leake informs us, that when the fleet first arrived off Carthagena there appeared some hesitation as to the surrender on the part of the Spaniards; and that on this account sir John Jennings was appointed, with the English and Dutch ships of the line, to cannonade the city, an attack, the submission of the inhabitants afterwards prevented.

than six weeks he was enabled to quit it and join sir John Leake, who was then engaged in the siege of Alicant. Sir John Jennings arrived off that place on the 24th of July; and several breaches having been made in the fortifications next the sea, by a furious cannonade from the ships, a general assault, both from the sea, and the land-side, was resolved to be made on the 28th. The former of these was commanded by sir John, who having overcome every impediment, notwithstanding the attack from the land was at first repulsed, succeeded in making himself master of the town, with the very inconsiderable loss of thirty, or, as some say, only seventeen men. During this very spirited encounter he had a very narrow escape, lieutenant-colonel Petit being killed by a musket-shot, from a window, while standing close by him. The castle, into which the garrison retired, having surrendered about the middle of August, the fleet sailed for Altea bay, where it arrived on the 22d. Sir John was detached from thence for Lisbon with nine or ten ships of the line\*, two frigates, and a fireship, which he was ordered to refit there, and from thence to sail for the West Indies.

The greatest possible dispatch was used by him, after his arrival, in getting his squadron ready for sea, insomuch that he was enabled to sail by the 15th of October. Contrary winds much impeded his voyage, prevented his getting into Madeira, and compelled him to bear away for Santa Cruz, where he discovered five ships hawled close in under the forts. He attempted to take or destroy them, but was unfortunately obliged to desist, finding it impracticable, except by incurring the risk of disabling some of his ships, an hazard he was certainly not warranted in venturing on, for so trivial a prospect of advantage.

Having obtained a supply of fresh provisions and water at St. Jago, where he arrived on the 4th of November, he sailed for Barbadoes, and anchored in Carlisle bay on the 29th. On the 5th of December he departed for Jamaica,

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\* These were the Devonshire and Cumberland, of eighty-guns; the Northumberland, Essex, Resolution and Firme, of seventy; the Monk, Canterbury and Mary, of sixty; the Garland and Falcon frigates, and Hunter fireship.

in order, from thence, to carry into execution the remaining part of his instructions, which part, indeed, constituted the principal object of the voyage. This was to induce, by the appearance of a formidable naval force, capable of protecting them, the Spaniards in that part of the world, to declare in favour of king Charles. In this hope, sir John having arrived at Jamaica on the 2d of January, soon afterwards dispatched the *Mary* to Carthagená, with a letter to the governor, in which, after having given him a very circumstantial account of the various successes of the allied powers in Europe, and particularly in Spain, he used every possible argument to induce him to put himself under his protection, by renouncing the duke of Anjou. He offered also to take the galleons under his convoy, and see them in safety to Europe. The governor civilly declined accepting the offer, and modestly enough excused his compliance with the former part of the proposal; informing sir John at the same time, that he had just before received advices from Spain, by which he was assured that the scale had again turned in favour of king Philip, who was once more in possession, not only of Madrid, but all those posts which had lately been in the hands of his opponents.

Unfavourable as this answer was, sir John was resolved to try, as his last hope, whether the appearance of his fleet before the port of Carthagená would not induce the governor and council to alter their resolution; he accordingly proceeded thither with his whole squadron, except the *Northumberland*. The Spaniard, however, persisting in his refusal, and sir John not being authorised by his instructions to use violent or compulsive measures, no alternative was left him but to return to Europe. Having taken a necessary supply of water, and fitted his ships, as well as circumstances would admit of, he sailed from Bluefields on the 25th of February, and arrived at Spithead, after a very favourable passage, on the 22d of April.

The want of success on this occasion roused not that clamour which rarely fails to attend it; the people and the sovereign, both perfectly convinced of the ability, as well as integrity of their commander, commiserated his disappointment as much as they did their own. Sir John does not appear to have had any command during the remainder of this year; but, on the 10th of

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December following, was promoted to be rear-admiral of the white; as he was, on the 8th of January ensuing, to be rear-admiral of the red: he had served some years as rear-admiral of the blue: and at that day it was rather extraordinary for so active and well-esteemed a commander to remain in the same station so long without experiencing promotion; but now the current had once found its channel, it appeared to rush on him like a torrent, for, on the 26th of the same month\*, he was still farther advanced, to be vice-admiral of the red. When the French, in the month of March following, meditated the invasion of Scotland, he was appointed commander-in-chief in the Thames and Medway, in order to expedite the equipment of all the ships that could be fitted out from Chatham and Woolwich. On that extraordinary emergency he acquitted himself with the greatest credit.

Towards the latter end of the year 1708, he was sent out, under the orders of sir George Byng, to Lisbon and the Mediterranean. Although nothing very consequential happened during this expedition, we find ourselves obliged to consume some time in relating such circumstances as we have been able to collect. When sir George sailed, on the 27th of December, from Lisbon for the Mediterranean, with part of the fleet, he left sir John with the remainder to guard the mouth of the Straights. In the latter end of May 1709, he sailed for the Mediterranean, to join the commander-in-chief, with a squadron of sixteen ships of war, and about forty transports, which he had under his convoy, laden with stores and provisions. The junction was effected at Barcelona on the 8th of June; and a council of war being held, it was there determined to be necessary to send back a sufficient squadron for the protection of the coast of Portugal. This service was allotted to sir John Jennings, who sailed accordingly, about the middle of June, with ten ships of the line and three frigates. We find no notice taken of any thing material that occurred during the time he held this command; nor do we know precisely the time when he returned to England: however, on the 9th of November following, he was promoted to be admiral of the blue.

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\* January 1707-8.



Early in the year 1711, having been advanced to be admiral of the white, he was appointed commander-in-chief in the Mediterranean. He sailed from St. Helen's on the 7th of January, and arrived at Lisbon on the 23d. He staid here some weeks to collect the ships he was to convoy to the Mediterranean; and arrived with them at Barcelona on the 20th of March. Repeated defeat and misfortune had long since convinced the French of the folly of equipping large fleets: these had always been unable to contend with those of the allied powers. Their system of naval war was completely changed; and they contented themselves with sending out, occasionally, small squadrons, and single ships, to keep the spirits of the people alive by the depredations these desultory cruises enabled them to commit on our commerce. The attention of the British commanders were, therefore, principally directed to its protection, and in properly guarding the reinforcements of troops, as well as stores and provisions, to their several places of destination. We are not, therefore, to be surprised at frequently finding exploits, during this period, more interesting in the lives of private captains, than in those of the most celebrated commanders in a higher station.

But to return to sir John. Having regulated and dispatched the necessary convoys from Barcelona, he sailed from thence for Port Mahon, where he was joined, on the 19th of May, by vice-admiral Baker, and several ships, he returned to Barcelona on the 1st of June. After a short stay in that port he sailed for Toulon, in hopes of intercepting some of the enemy's corn ships from the Levant. On his return to Barcelona, after a short cruise, he received intelligence of an event which occasioned a new arrangement of the future operations: this was the death of the emperor Joseph; in consequence of which king Charles became the presumptive heir to the Imperial crown. Sir John received orders from the British court to convoy his majesty back to Genoa in case he should think proper to return to his hereditary dominions; and to provide for the tranquillity of the city of Naples, against any commotion that might probably arise during the then critical situation of affairs. The king himself appeared, at first, very irresolute, not wishing to quit Catalonia

talonia till he had positive information of his being actually elected emperor; and at the same time appearing very unwilling to suffer the fleet to depart, as the very safety of the Spanish cause, and all hopes of future success, were principally to be sustained by it. In this state were affairs when sir John found it absolutely necessary to proceed to Mahon in order to refit; and in this, king Charles at last acquiesced, after having exacted from him a positive promise that he would return to Barcelona as soon as he had obtained the necessary supplies, and put his ships into a proper condition for service. Sir John strictly adhered to it, returning to Barcelona road on the 26th of July\*, with fourteen English and Dutch ships of the line. The rest of the ships of his Squadron, amounting to eight or ten ships of the line, being detached on different services, with orders to rendezvous at Barcelona, he did not think it proper to sail from thence till they had all rejoined him. His force, however, being completely collected by the beginning of September, the king, who had now resolved to depart for Germany, embarked with sir John, who sailed from Barcelona on the 16th; and, after a passage of ten days, landed his majesty in safety at Genoa.

Sir John sailed almost immediately afterwards for Leghorn, in order to procure cables, and several other stores, of which he stood much in need. Having supplied himself with these, he repaired to Vado bay on the 2d of November; where having caused the troops, destined for Catalonia, to be embarked, he put them under the protection of captain Swanton, with five ships of the line and two fireships; accompanying them himself, for their better security, as far as Cape Roses; and intending, afterwards, to proceed, with the remainder of the Squadron, for Minorca. Off that island he encountered a dreadful storm; in which several of his ships sustained considerable damage in their masts and rigging; but had, however, the good fortune to get into Port Mahon, on the following day, without having sustained any more serious injury. The remainder of the year was spent in sending

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\* This date is taken from Campbell, who, we believe, is the most accurate of all our naval historians, in his account of this matter.

out, from time to time, small squadrons, on short cruises, for the purpose of distressing the enemy's commerce.

About Christmas the admiral received intelligence that the French were busily employed in equipping a squadron of eight ships of the line and four frigates, at Toulon, which were intended for sea early in the ensuing spring, and destined for the West Indies. This armament being of too much consequence to be disregarded, and he himself too modest to trust his own judgement, a council of war was called on the 22d of February; in which, after having carefully enquired into the state of the ships, it was found they could not proceed to sea till they had procured a supply of provisions. A frigate was, in consequence, dispatched to vice-admiral Baker, at Lisbon, with instructions to take every possible precaution for the safe conduct of the fleet of victuallers soon expected from thence, as the future service of the fleet so materially depended on their arrival.

The necessary recruit of stores and provisions having reached Mahon, a second council of war was held on the 11th of March, in which it was determined to put to sea immediately with all the ships that were at that time in a condition for service. These amounted to eleven ships of the line, four frigates, and two fireships; they stretched over to Cape Toulon, off which it was intended to cruise until some certain advice could be collected relative to the enemy. But information being received, a few days afterwards, from captain Walpole, of the *Lion*, that he had seen nine large ships to the north-west of Minorca, it was resolved to proceed to the southward of Majorca and Yvica, in order, if possible, to intercept the enemy in their passage down the Straights. This measure proving unsuccessful, the admiral came to an anchor, on the 1st of April, off the island of Formentura; and, after having dispatched two of his best sailing frigates to look into the several ports and bays, where it might be most probably presumed the French ships had taken shelter, sailed to Barcelona to wait their return. No satisfactory or interesting intelligence being procured by these means, sir John continued in that port till he was joined, in the month of May, by the Dutch vice-admiral, having under his convoy a fleet of transports, with near six thousand troops on board. These being disembarked, and the

emperor, as well as count Staremberg, very desirous of having a large body of cavalry escorted from Italy to Catalonia, the admiral sailed to Vado; from whence, having the troops just mentioned under his protection, he returned to Barcelona on the 7th of August.

In about a month after this he received official information of the suspension of arms; and, at the same time, special instructions from lord Bolingbroke, then secretary of state, to suffer a large corn fleet, bound for France, to pass unmolested. This had been long expected; and, but for these orders, would, from the precautions he had taken, have certainly fallen into the admiral's hands. The operations of war being now closed, it might naturally be supposed a life of ease and inactivity would have succeeded to those fatigues of watchful service, in which he had, for so many years, been engaged, and in which care and diligence, being the only exertions that were, on his part, necessary, coldly supplied in the opinion of the people, the more attractive, though not more valuable pursuits of enterprise and glory.

He cannot, however, be said to have remained in a state of useless inactivity, notwithstanding hostilities had ceased between the allied powers. The Salletine corsairs had of late committed some acts of violence: these sir John, during the ensuing winter, not only took care properly to repress, but also to prevent the repetition of. In the spring he had the honour of convoying the empress from Barcelona to Genoa. At his departure she presented him with her picture set with diamonds; and, as an additional mark of her personal esteem, gave his nephew a very valuable diamond ring.

The other services he was engaged in during the year 1713, were the conveyance back to Italy, of the troops, that had been employed in the service of the allies, amounting to thirty thousand men; an undertaking of much difficulty, though not of danger. He afterwards conducted the duke and dutchess of Savoy from Villa Franca to Sicily, their new kingdom. Having then completely fulfilled all his instructions, he obtained permission to resign his command and return home, by land, through France. He arrived at Paris on the 16th of November, and in England a few days afterwards.

During

During the remainder of queen Anne's reign he appears to have sought, in retirement, some rest and refreshment, after the fatigues of mind as well as body he had so lately endured. The convulsions of the domestic government of country, and the rancour of party, which probably never were carried to a greater height than at this period, in all likelihood contributed not a little to his having, in some degree, quitted the service, for a short time, as, at the accession of George the First, he was not upon the list of admirals.

Immediately, however, after that monarch landed, an almost complete change took place in the naval department; and, in consequence, sir John Jennings, who stood among the highest in the royal favour, was appointed one of the commissioners of the admiralty, an office in which he continued during the whole of this reign. Early in the year 1716, he was again called into active service as admiral of the white, and appointed to command a squadron of ten ships of the line, sent to the Frith of Edinburgh, in consequence of the pretender having, a short time before, landed in Scotland. Sir John repaired by land to Edinburgh, and hoisting his flag on board the *Oxford*, took upon him the command on the 1st of February. He immediately detached several ships to attend the motions of the king's forces, and render them every assistance in their power where necessary or possible, and at the same time to distress the rebels by harrassing their posts near the coasts and intercepting their supplies. It is next to impossible for any man, however meritorious his conduct, who is invested with a high and consequential command, to escape the malignity and envy of those who affect to be of, what is called, an opposite party. The escape of the pretender afforded them what they thought sufficient ground for clamour against a man, whose known zeal for the opposite interest raised him far above suspicion, had his activity in this service been less conspicuous than it really was. But the sovereign, and his ministers, did ample justice to their own choice by refusing this ungenerous calumny, in an account, published in the *Gazette*, of the several operations previous to the complete suppression of the rebellion, and in particular of such as the naval force was more immediately concerned in.

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From this it appeared, that the pretender put to sea in a clean tallowed French snow, with her sails furled; that she rowed close along shore till she had cleared all the British cruisers; that the night was so dark when this vessel escaped\*, that it was impossible to discern any object at the distance of a quarter of a mile; that the Royal Anne galley, the Port Mahon, the Pearl, the Deal Castle, and the Phoenix, were at the very time stationed off the harbour of Aberdeen, whence it got out; and that their commanders used every possible diligence and endeavour to intercept the Pretender, as well as on every occasion to promote the general service. In proof of this we find, in the Gazette alluded to, the following remarkable sentence: "All the ships kept the sea diligently, when wind and weather would permit, and observed the motions of his majesty's army so carefully, that the duke of Argyle did not pass through any post town without finding some ship ready, to carry into execution any service he might have to propose."

From this time we meet with nothing very interesting relative to sir John, till the 28th of August 1720, when he was appointed ranger of Greenwich park, and governor of the hospital; of which noble institution he proved a most worthy ruler and protector†. A greater compliment, perhaps, could not at that time have been paid him, than in having appointed him successor to so good and worthy a man as lord Aylmer; and it is but bare justice to his memory to assert, he did not derogate from the well-known virtues of his predecessor. In the month of November he was appointed to command the convoy which

\* On the 3d of February, three days only after sir John had taken the command.

† A noble statue, of George the First, cut out of a block of white marble, taken in a French ship, by sir George Rooke, was presented by him, and is erected in the center of the great square of the hospital. An exceeding good portrait of him, at full length, painted by Richardson, is preserved in the council room there: we know not, however, so well to associate our ideas, at the present day, as to persuade ourselves of its being a representation of the admiral and commander-in-chief of the British fleet. This is occasioned by his being painted in the whimsical habit of the times; a full dress suit of brown velvet, rolled up stockings, and immense square toed shoes.

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attended the king from Helvoetsluys to Margate: after which he does not appear to have been employed in the line of active service till the year 1726, when he was appointed to command a squadron of nine ships of the line, which the intrigues of the Spanish court induced the British government to send to the Mediterranean. He sailed from St. Helen's on the 20th of July; but was obliged, by a contrary wind, to put into Torbay, where he continued till the 23d. On the 3d of August he arrived in the bay of St. Anthonio, where he found two Spanish ships of war, one of seventy, the other of sixty guns; to which he never offered the smallest violence.

The Spaniards themselves were in the utmost agitation and consternation. All the regular troops in the neighbourhood of St. Anthonio were drawn thither, as in expectation of an immediate descent; which, indeed, was sufficiently warranted by the unprovoked conduct of the governor, who ordered several shot to be fired at the headmost ships, as though they had been declared enemies. The prudent, cool conduct of the admiral prevented any farther ill consequences: he contented himself with sending an officer ashore to expostulate on the impropriety of such behaviour; and an handsome apology, on the part of the aggressors, instantly healed the breach. On the 8th the admiral sailed for the Groyne, and on the 25th reached Lisbon. Here he was received with the utmost politeness, attention, and honour; the king of Portugal giving him an audience, and issuing orders that the squadron should be immediately supplied with whatever stores or refreshments the ships, or their crews, stood in need of.

The admiral quitted the Tagus on the 25th of August, and anchored in the bay of Bulls, near Cadiz, on the 31st. He was here received with the utmost civility, notwithstanding it is said the people were every where in the utmost consternation, and actually retired several leagues up into the country. The alarm was extensive, for a strong reinforcement was immediately marched to augment the garrison of Cadiz; and the most vigorous measures were immediately used to put that city into the best possible state of defence. The very appearance of this squadron, for that time effectually intimidated the

Spaniards from all hostile designs. This being the sole end of its equipment, sir John quitted Cadiz the latter end of September; and, after a very short stay at Lisbon, returned to Spithead, where he arrived, after a long passage, on the 22d of October.

With this expedition ends the naval life of sir John Jennings. He continued to live ever afterwards in peaceable and honourable retirement, quitting the office of commissioner of the admiralty on the accession of king George the Second, and resigning also his rank as an admiral, which he had till then retained, in the year 1734. The honorary civil appointment of rear-admiral of England was given him in the month of January 1732-3; but that appears to have been bestowed only as a respectable mark of the sovereign's hearty approbation and esteem for his former services, inasmuch as, being a mere sinecure, it interfered not with that repose from the fatigues of duty which he continued to enjoy happily, unenvied, and uninterrupted, till the time of his death, which happened on the 23d of December 1745, at which time he had attained a very advanced age.

Few men, through so long and active a service, ever enjoyed less opportunity of distinguishing themselves; yet what did fall within his power he improved to the utmost advantage, and on such occasions afforded the world as strong a proof of his bravery, and contempt of danger, as he did, at all other times, of his prudence and ability as a great commander. Campbell very justly pays him the compliment of having been one of the greatest seamen of the age; and his political integrity none have, we believe, ever dared to question. Without entering into the factious views of party, or supporting the ambition of a corrupt administration, he always proved himself the honest faithful subject of his sovereign, and the sincere friend of his native country. In short, he was, as an officer, brave, cool, diligent, and determined; as a statesman, honest and unsuspected; and, as a private gentleman, friendly, generous, and humane.

**KIGGINS, William**,—was appointed commander of the *Nathaniel* fireship on the 19th of November 1689; in 1693 he commanded the *Greyhound*, of sixteen guns, a ship employed merely as a packet between Harwich and Helvoet-



Helvoetsluys, but which, nevertheless, ranked as a frigate of war. In 1694 he was promoted to the *Montague* of sixty guns, a ship employed as a cruiser to the northward. This station affording but little opportunity of acquiring fame, we meet with nothing more remarkable than his capturing, in the month of June a large French ship laden with corn, and mounting twenty-eight guns. In 1695, he was made commander of the *Arundel*, of thirty-two guns, a new ship just off the stocks. In the command of this ship he died, on the 16th of September 1698.

MARSHALL, Thomas,—was appointed captain of the *Thomas and Elizabeth* fireship on the 3d of April 1689; and died, as it is supposed, in the same command on the 29th of August 1690\*.

MARTIN, Henry, — was appointed, by lord Dartmouth, first lieutenant of the *Dreadnought* on the 19th of December 1688. On the 16th of June 1689, he was promoted to the command of the *Berwick*, of seventy guns, a ship which he continued captain of many years, and in which he very much distinguished himself, both in the battle off Beachy Head, and that off La Hogue. In the months of January and February 1693-4, he was employed as a single cruiser, and met with singular success in re-capturing a number of very valuable English merchant-ships, which had been taken by the enemy's privateers. In 1694 he sailed, under the command of admiral Ruffel, for the Streights: and in the month of February 1694-5, was sent home from Cadiz with a convoy, which he conducted in safety to Spithead, where he safely arrived on the 19th of March. At this time he quitted the command of the *Berwick*. He continued in constant commission, notwithstanding the peace which took place at Ryswic in 1697. In the year 1701 he was promoted to the rank of rear-admiral, and sent to the West Indies, having hoisted his flag on board the *Defiance*. He did not long enjoy this appointment, dying on the 19th of February 1701-2,

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\* This information, although it is the best we have been able to procure, we much discredit; as we believe this gentleman to have lived a considerable time after this, and to have even commanded the *isle of Wight yacht* in 1693.

MEES, George,—was appointed lieutenant of the *Swan* on the 7th of July 1686; on the 6th of April 1689, he was promoted to the command of the *Jersey*, of forty-eight guns; and early in the following year was still farther advanced to be captain of the *Exeter*, of seventy guns. He commanded this ship at the ever memorable battle off Beachy Head, where he behaved with great gallantry, and exerted himself much, though unfortunately, without success, to save the *Ann*, which being totally dismasted in that action, afterwards went ashore and was destroyed. In 1691 he was made captain of the *Ruby*, a fourth rate, and employed principally on the cruising service.

In the month of April 1692, he was appointed commanding officer of a small squadron of six ships of war, sent to convoy a fleet of coasters and merchant-ships to the northward. He did not, however, long continue on this service, returning in time to join the main fleet previous to the engagement off La Hogue: after which he was sent express, by sir Ralph Delaval, to England, with the news of his having burnt the *Soleil Royal*, the count de Tourville's flag ship, together with his two seconds, the *Conquerant* and *Admirable*.

On his return to the fleet he was detached, by admiral Ruffel, with eight English and Dutch frigates, to reconnoitre the port of St. Maloe's; a service he very diligently executed, having acquired a perfect knowledge of the disposition of the French ships of war at that port, and authentic information that all the transport ships, which had been collected at Havre de Grace for the purpose of invading England, were completely dispersed. Soon after this he was made captain of the *York*; and in the month of January 1692-3, being then on a cruise, in company with the *Dover*, fell in with and captured two large French privateers; one of them called the *St. Anthony*, of Nantes, carrying twenty-six guns, six patararoes, and one hundred and thirty men; and the other, called the *Mariana*, of St. Maloe's, carrying sixteen guns and one hundred and four men. He continued in this kind of service during the ensuing spring, and met with that success which might naturally be expected to attend activity and diligence; particularly in the month of April, he captured

captured a fine new privateer, of fourteen guns, called the prince of Wales, having one of the late king James's commissions.

On the 23d of May following he was promoted to the *Offory* of ninety guns, one of the ships belonging to the main fleet. He did not long continue in this command, being, in the following month, appointed, by the joint-admirals, Killegrew, Delaval, and Shovel, to command under them, their flag ship, the *Britannia*. Having, for three years after this time, always commanded some large ship attached to the main fleet, we have, during that period, nothing memorable to relate of him. In 1696 he was appointed to command the *Sandwich*, of ninety guns, which was stationed to lead the English division of the fleet. In the month of July he was detached, by lord Berkeley, at that time commander-in-chief of of the combined fleet, with a squadron of ten ships of war and several bomb-ketches, to bombard St. Martin's, on the isle of Rhè; a service he very effectually performed as appears by the annexed account\*. Soon after his return from this expedition he was sent, with a small squadron, to cruise in soundings; in which he, if possible, encreased

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\* " Whitehall, July 25, 1696. On the 3d instant lord Berkeley detached sir Martin Beckman, with the bomb-vessels and a squadron of ten ships of war, under the command of captain Mees. On the 5th they arrived before St. Martin's, in the isle of Rhè, going in under French colours, which they struck as soon as they had anchored. In the evening they began to bombard the town, and continued to do so all that night and the following day; in which time they expended 2230 bombs and carcasses, which did such execution, that the best and richest part of the town, where the most considerable warehouses were, were burnt down and destroyed by the shells. The front of the town, towards the sea, is in a strait line, fortified with several works capable of mounting 120 pieces of cannon; but some of the embrasures had no guns in them. On the 6th the enemy drew several cannon from other parts of the town, and many mortars; from which they fired briskly against the assailants, but did them very little damage. On the 7th the squadron sailed for Olonne, where it arrived the same evening, and immediately began to bombard that place, which was continued till next day. The enemy had a battery of eight guns upon a point of land going into the harbour, but fired very seldom after the first hour, the bombs having dismounted some of their guns. One thousand nine hundred and ninety-six bombs and carcasses were expended with all the effect that could be expected. The ships of war and bomb-ketches then rejoined the fleet, which is since come into Torbay."

that reputation he had already acquired, by his very great diligence and attention to the protection of trade. During this short cruise he had the good fortune to capture three large French privateers; one of them mounting thirty-eight, a second thirty-six, and a third fourteen guns.

In the month of February 1696-7, he was appointed commodore of a small squadron destined for the West Indies, to reinforce vice-admiral Neville, who was ordered thither from the Mediterranean. Mr. Mees is erroneously said, by some, to have been promoted to be rear-admiral of the blue on the 3d of February 1696-7. This is most certainly a mistake: he never attained any higher rank in the service than that of commodore, altho' he is called a rear-admiral, by Campbell, who is in general very accurate in those points. He only had the privilege conferred on him, of wearing the blue flag at his mizen-top while in the West Indies.

But to return to the expedition itself. The commodore, with the ships under his command, sailed from the Downs on the 16th of February, but was compelled to put back on the following day by a contrary wind. On the 22d he again put to sea; and, after having staid two days at St. Helen's to collect his convoy, sailed from thence on the 26th. The appointed place of rendezvous was off Madeira; but the fleet separating in a fog, soon after it had passed the Isle of Wight, no vessels but the Bristol and the Lightning fireship kept company with the commodore to that island; the others made the best of their way to Barbadoes, where the vice-admiral and Mr. Mees arrived on the 17th of April. The several combined operations of this unfortunate squadron having been already given in the life of Mr. Neville, no farther notice need be taken of them here. About the latter end of June Mr. Mees was detached, with nine ships, to destroy the settlement of Petit Guavas. The disposition made by him for this attack was masterly in the highest degree; and nothing but the misconduct of the men, which it was not in the power of the commodore to prevent, deprived him of the most brilliant success.

A detachment of nine hundred men being formed from the ships, two hundred and fifty of them were put on board a sloop, one hundred on board a fifth rate, and the remainder

remainder into the boats belonging to the squadron, with the last the commodore himself proceeded, leaving the two vessels about sixteen leagues from the place, with orders to lay to, so long as not to reach Petit Guavas before the next morning; and, afterwards, finding himself unable to reach the port himself during the night, he dispatched instructions for the captains of the vessels to wait till the following day. Hitherto every thing wore a most favourable aspect. The commodore reached the place of destination, with his fleet of boats, undiscovered; and landed, at half past three in the morning of the 23d, about a mile to the eastward of Petit Guavas.

His little army consisted of four hundred men; he himself acting as commanding officer, assisted by several of the captains of the squadron\*. They marched directly forward for the town; and although the vessels, just mentioned, were not yet arrived, and several of the boats, having on board about an hundred men, were unable to keep up with the commodore, he thought it more prudent to attempt the place by a coup-de-main, with his small force, than to give the enemy time to collect, by discovering himself, and waiting till his rear should come up. This measure being unanimously agreed to, he entered the town at day-break, and immediately attacked and forced the grand guard. This being accomplished, he detached a body of one hundred men to take possession of two batteries of four guns each; which being effected, without opposition, the enemy evacuated the town.

As the day advanced, and no farther opposition on the part of the enemy being dreaded by the assailants, they were no longer to be restrained from plundering, notwithstanding the commodore, and the rest of his officers, took every possible means in their power to prevent, and put a stop to it. The consequence of this breach of order was, that in two hours the principal part of them were so drunk as to be utterly incapable of service, and the commodore was under the necessity of ordering the town to be fired, while he was able to collect fifty sober

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\* One of them was the well-known captain, or colonel, Kirkby, who behaved on this service with the greatest gallantry, although, in the next reign, he was shot for cowardice.

men to cover his retreat. Thus were the officers and men deprived of the pecuniary reward their bravery, spirit, and activity so justly deserved, and which the latter afterwards forfeited merely by their imprudence.

The loss to the enemy was, nevertheless, equally consequential, and must have been very considerable, as it was confidently reported, that four mules, loaded with gold and silver, had arrived in the town only two days prior to the attack, being part of the plunder the Buccaneers had just before acquired at Carthagea. As for the captors, they gained no other booty than a few negroes, and some inconsiderable articles of merchandize scarcely worth mentioning. The sailors being reembarked without the smallest molestation on the part of the enemy, the commodore proceeded to sea in search of vice-admiral Neville, whom he joined on the following day. It was now resolved that the whole squadron should make the best of its way for the Havannah, for which they accordingly steered; but which Mr. Mees unfortunately lived not to reach; dying at sea on the 17th of July 1697, of some disorder contracted from the unwholesomeness of the climate, and most probably too much increased by his late disappointment, and the chagrin he felt in consequence of it.

Few men, whose service had been so short, had been favoured with so many opportunities of distinguishing themselves; and no man had ever more eagerly seized or improved them. His nautical abilities, as well as his personal bravery, were ever held in the highest estimation, and failed not to procure him the most consequential commands. In his last, in which alone he was unfortunate, he had, at least, the consolation of having his ill success pitied; and died as generally lamented as he had, when living, been universally beloved.

PRICE, John, — was appointed commander of the Sapphire hired frigate of war, of thirty guns. On the 30th of July 1689, he was employed, in conjunction with captain Whetstone, of the Europa, to convoy the victualers, destined for the support of the army, in Ireland, under the command of the duke of Schomberg. In this service he continued, during the remainder of that year, and also in that which ensued, rendering himself much distin-

distinguished for his activity and enterprising spirit, and grievously impeding the cause of the enemy by the number of important captures he had made from them. In 1691 he was removed into the *Smyrna Merchant*, but still continued to be employed on the same station; and, in 1693, was promoted to the *Assurance* of forty-two guns. This ship was put under the orders of the superintendent of transports, and stationed in the German Ocean, between Harwich and other places or ports of embarkation, and Ostend. He was, in the following autumn, removed to the *Centurion*; in which ship he had considerable success against the enemy's small privateers, having captured several of inferior note. On the 24th of February 1694, he had the good fortune to make prize of the largest of four privateers, belonging to Dunkirk, who resolutely resolved to attack and board him; this the enemy were fully able to have accomplished, had they possessed spirit and gallantry equal to that of captain Price, as they carried upwards of six hundred men, and his compliment was only two hundred. He continued to command the same ship many years, as we find him, in the year 1698, captain of her in the Mediterranean. He remained, we believe, in commission during the rest of king William's reign.

Not long after the accession of queen Anne, that is to say, in the latter end of the year 1703, he was promoted to the command of the *Somerset* of eighty guns; in this ship he was present, in 1704, at every operation during that interesting year, in which the battle off Malaga is to be particularly remembered. He led the van of the English fleet, and is to be noticed as having suffered more than any other commander of his division, having had thirty-one men killed, and sixty-two wounded. A note relative to him occurs in Lediard's *Naval History*, which is too singular to be omitted, although, in point of chronological accuracy, it ought to have been taken notice of somewhat before this time.

"The fleet, on the 8th of May, fell in with six French ships of war, off Cape Palos, a little to the eastward of Carthagea, which were chased, by signal from the admiral, by two ships of eighty guns, four of seventy, one of fifty, and one of forty; among these were the *Somerset*,  
com-

commanded by captain Price, and the Grafton, by sir Andrew Leake. In the course of the chace three of the ships had considerably neared the enemy; but two of them (the forty-gun ship, and the Berwick, of seventy) shortened sail, as thinking it too hazardous to engage the enemy on such unequal terms. The headmost, which was the Tyger of fifty guns, was, consequently, obliged to put about and stand from the enemy." To this error in judgment was added a second, which is related by Lediard as extracted from the *Complete History of Europe* \*. Captain Price continued to hold the same command many years, and we find him, in 1706, sent to Lisbon as commodore of a squadron†, sent thither to escort an outward-bound fleet. His force consisted of four third and two fourth rates, English, together with six Dutch ships of the line. Having taken on board, at Lisbon, major-general Stanhope, the queen's envoy to king Charles the Third, colonel Richards, with two English regiments, and several companies of Spanish deserters, he proceeded to Gibraltar in order to join sir John Leake, who was, at that time, commander-in-chief in the Mediterranean. He was, consequently, present at the relief of Barcelona, together with the capture of Carthage, Alicant, and the islands of Ivica and Majorca.

During this service a circumstance occurred too singular to be omitted: the earl of Peterborough, to whom, although no naval officer, a commission had been formerly granted of commander-in-chief of the fleet in the Medi-

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\* "At four o'clock in the afternoon, sir Andrew Leake, in the Grafton, leaving off chace, made a signal to the captains to come on board him; and, accordingly, our headmost ships near the enemy were likewise obliged to do the same. But captain Price, in the Somers, coming up in half an hour, kept on chasing; only in passing by the Grafton, he called to sir Andrew, asking him the reason why he left off chace so near the enemy, having a long day before them? to which he replied, if he would come on board he should know his reasons; which Price refused, being an elder officer. This made it an unpardonable presumption in sir Andrew, to make any signal. But Price seeing they were all brought to, and would not follow him, could not help doing the like."

† "He sailed from Spithead, with only five ships of war, on the 25th of February; the remainder joined him at Lisbon."

See Lord's Add. to Q. A. 1707.

terreanean,



terranean, jointly with sir C. Shovel, now thought proper to put that commission in force, by hoisting the union flag at the main-top-mast head of the Somerset, and assuming a command, for which neither nature designed, nor his education fitted him, and which he soon afterwards had the prudence to quit. At the attack of Alicant this ship was one of those sent in, under sir G. Byng, to cannonade that city. When sir John Leake returned to England with part of the fleet, in the month of October following, captain Price was left, under sir G. Byng, for the purpose of protecting commerce; and, if necessary, co-operating with the army in Spain during the ensuing winter. It is almost needless to add of a man, whom we have, on no occasion whatever, seen acting otherwise than with the strictest attention to his duty, that he continued to render every service, diligence united with zeal and activity, could suggest, or enable him to perform. In the month of April he had the good fortune to make prize of two valuable French ships, bound from Marseilles to Guinea: and the inactivity of the count De Thoulouse, who persisted in keeping his ships confined to the harbour of Toulon, prevented his achieving any more considerable exploit. In the following summer sir C. Shovel arrived from England and assumed the chief command. With him he returned in the following winter, and fortunately without sharing his unhappy fate. After this escape he does not appear to have again gone to sea; but, in reward of his long, faithful, and diligent services, had a pension of 1821. 10s. a year, settled on him for life; and, certainly, the strictest national economist cannot think that provision either to have been exorbitant or ill-deserved. He did not long enjoy it, dying on the 1st of April 1709.

RAINS, Thomas,—was, on the 10th of May 1689, made commander of the Coronation hired ship of war. Nothing farther is known of him than that he afterwards went into the service\* of the East India company, and died in India on the 5th of May 1702.

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\* Notwithstanding which he still retained his rank in the navy. He commanded some ship of the line after the Coronation, but we have not been able to discover its name.

“ REYNOLDS,

**REYNOLDS, Robert**,—was appointed second lieutenant of the Plymouth on the 23d of April 1677; and, on the 12th of August 1678, was promoted, by sir John Narborough, to be first lieutenant of the same ship. He is not known to have received any commission after this time till the 10th of April 1689, when he was appointed commander of the James galley. We believe him to have afterwards commanded a ship of the line; but have not been able to collect any farther particulars relative to him, or to ascertain the time of his death. We know him to have been alive, and unemployed, in 1699.

**ROACH, Jeremiah**,—was appointed lieutenant of the Antelope as early as the year 1665; but for some reason, not to be investigated by us, does not appear to have been again commissioned till after the revolution, when he was, on the 4th of April 1689, appointed commander of the Charles galley; and, in the month of August following, was appointed, by commodore Rooke, to be commander of a squadron of small vessels, left to co-operate with the army under the duke of Schomberg, and keep open the communication, as well as facilitate the passage of supplies between England and Ireland. He died on the 6th of June 1690\*.

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\* In the address, relative to the mismanagement of the navy, presented, by the house of peers, to queen Anne, on the 1st of March 1707-8, the following mention is made of a captain Roach. We entertain no doubt but that this gentleman died at the time we have stated; nevertheless, as we cannot find any certain proof of any other gentleman, of this name, having held a naval command, we have thought it incumbent on us to insert it here. "The Walthamflow galley, Peter Roberts master, arrived from Barbadoes about the same time (the year 1705) though he had several of his men impressed at Barbadoes, and only nine men and two boys left, with himself, on board: yet captain Roach, of the Fox, impressed three of his best men, his boatswain being one, although the master told him how weak he was; and that he had but one anchor on board. Captain Roach told him, if he was saucy, he would take him and all his ships company aboard, and whip him at the jeers. Captain Roach sent him three Italians, who could speak no English; and they, the next night, in a storm, ran away with the ship's boat, which was flayed: and the ship herself ran ashore; and so continued, about thirteen days, to her damage of 4 or 500 l. besides great prejudice to the merchant's goods: upon which account the master protested at Plymouth. The protestation was delivered to their lordship's and laid before the house."

ROBINSON,

**ROBINSON, Henry.**—The first information we have of him is, his having been appointed commander of the *Sampson* hired ship of war on the 17th of June 1689. He was, in the latter end of the year 1690, promoted to a more consequential command; and, in the year 1693, commanded the *Hope*, of seventy guns, one of the ships belonging to the main fleet. In this command he continued till the 16th of April 1695, when he had the misfortune to fall in, singly, with five French ships of war. He resolutely engaged them, notwithstanding the inequality of force, from five o'clock in the evening until twelve at night; when, having had eighty men killed and wounded, and the ship being also very much disabled in her masts and rigging, captain Robinson was obliged to surrender, and was carried into France. Immediately after he was exchanged, he was appointed commander of the *Harpton Court*, a ship of the same force with that in which he had been taken. He continued in the same station, attached always to the main fleet, till the peace of *Ryswic* took place. After which he does not appear to have held any command. He died on the 11th of July 1701.

**ROOPE, Anthony,**—is known only as having been appointed commander of the *Charles* fireship on the 19th of November 1689. He died on the 25th of June 1692.

**SINGOCK, Robert,**—is one of those characters who, in point of intrinsic merit, stands equally well intitled to the gratitude of a nation with those greater, and better-known personages, whose advantages of education and birth, which first brought them forward into public notice, being diligently improved by repeated acts of gallantry, has, in a variety of instances, raised them, very deservedly indeed, to the highest pinnacle of popular favour.

None of these advantages were possessed by Mr. *Sincock*. He was born of very humble, honest parents, who sent him to sea, early in life, as the best means they possessed of making any provision for him: after having continued many years in the service of the merchants, and deservedly attained the character of a very diligent, honest man, he entered into the royal navy, and was, after some time, appointed boatswain of the *Non-such*.

such. This promotion, humble as it was, aided by his own gallantry, laid the foundation of his so-meritedly attaining that rank he afterwards reached. The *Non-such*, mounting thirty-six guns, was commanded by captain Roome Coyle; and being stationed as a cruising ship off Guernsey, and from thence up the Channel, in the month of March 1689, fell in with two French ships of war off that island, one of them mounting thirty guns, the other sixteen, and six pateraroes, having under their convoy about twenty small merchant-ships bound for Newfoundland. Captain Roome Coyle \* immediately engaged them, but was unfortunately killed soon after the action commenced, together with the master. To add, if possible, to the misfortune, the *Non-such* had, at that time, no lieutenant on board, so that the command, of course, devolved upon Mr. Sinecock, who continued the action, with the utmost spirit and best conduct, upwards of three hours, when both the French ships struck †. Mr. Sinecock was, in consequence of this brave and exemplary conduct, officially promoted, on the 27th of June, to the command of the *Non-such*, the very ship he had so bravely defended.

From this time he was progressively advanced in command, so that, in 1693, he was captain of the *Tyger Prize*, of forty-eight guns, one of the Spanish convoy sent out in that year, in company with the unfortunate *Smyrna* fleet and sir G. Rooke's squadron. We have not been able to discover in what particular service he was employed during the year 1694. In 1695 we find him commodore of the Turkey convoy; and, in the month of March 1696, appointed to command the *Berwick* of seventy guns ‡. He

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\* See his life, vol. i. p. 175.

† "Plymouth, June 9. Yesterday failed their majesties ship the *Non-such*, Robert Sinecock commander, with his two prizes to the eastward."—*Gaz.* 2461.

‡ Among the Shovel papers is the following order to captain Sinecock, dated April the 2d, 1696.

"You are hereby required and directed to receive, on board his majesty's ship under your command, captain John Leader, late commander of his majesty's ship the *Chatham*, and bear him as part of the ship's company till farther orders, for which this shall be your warrant.

"C. S.

"Captain R. Sinecock commander of his majesty's ship the *Berwick*."

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was one of the captains sent, during this month, under commodore Wyvill, to block up the ports of Dunkirk and Calais. On his return from this service he joined the grand fleet, with which he continued during this and the following year, till hostilities were happily closed by the peace at Ryswic. It is not positively known whether he ever had any command after this time. His death, indeed, which happened on the 12th of October 1702, prevented his having any share in the war, which took place immediately after the accession of queen Anne. It is needless to expatiate on the character of a man who owed his exaltation merely to his own merit.

TICHBORN, William, — was appointed commander of the Lively Prize in the year 1691. He was removed into the Crown Prize; in which vessel he was unfortunately lost\* on the 9th of February 1691-2.

TOWNSEND, Bryant, — was appointed captain of the Swift Prize on the 7th of August 1689, and died on the 14th of January 1690-1.

WARD, James, — was appointed lieutenant of the Royal Prince, and afterwards of the Golden Phoenix, in the year 1665, being soon after the commencement of the first Dutch war. He retired, after this, for many years from the service, which he did not return to till some time after the accession of king William. On the 17th of December 1689, he was made commander of the Falcon. He was afterwards captain of the Dunkirk, one of the

We have inserted the foregoing as containing a piece of information which may probably be curious, and entertaining to such as are unacquainted with the rules and regulations of the navy. In like manner, as the journal of a foreign privateer, captured by an English frigate, is said to be still preserved at the admiralty, on account of the following whimsical minute in it. — N. B. *The first LIEUTENANT was ducked this day for sleeping on his watch.*

\* The following account of this accident is given in a letter from Plymouth, dated February the 16th. "On the 7th instant, captain Tichbourne, in the Crown Prize, came to an anchor, in very bad weather, off Dartmouth, and the next morning fired a gun for help; but the sea running very high, none could get to him till the tide of flood came, when the captain had cut his cable and went out to sea towards the start. On the 9th instant the ship was driven on shore and went to pieces: the captain and about twenty of his men were drowned, the rest being saved."

squadron sent to the West Indies, under the orders of sir Francis Wheeler. In this ship he died on the 31st of May 1693.

**WARREN, Thomas**,—was appointed commander of the John of Dublin, a fireship, on the 28th of May 1689. In the year 1693, he commanded the Grafton, of seventy guns, one of the ships belonging to the main fleet. In the year 1695, he was removed into the Windsor, a ship of sixty guns, just launched, which was employed, during that and the following year, under the admirals Benbow and Shovel, in the desultory attacks made on the French ports. In 1697 he was commodore of a squadron, from Cadiz, consisting of sixteen English and Dutch ships of war, having under his convoy a fleet of merchant-ships bound from thence, with which he safely arrived, at Deal, on the 29th of October. He was soon afterwards appointed to the Harwich, and sent to Madagascar commander-in-chief of a small squadron, and commissioner to treat with a number of pirates who had formed a kind of settlement there. They had done considerable mischief to our commerce in that part of the world, and through the treachery of those who had been employed, particularly of one Kidd, who had himself turned pirate, force had hitherto been in vain employed against them.

Negotiation was rather more successful. A proclamation prudently issued, a measure devised, as Campbell says, by Mr. Burchett, at that time secretary to the admiralty, detached the common sailors from their chiefs, and their chiefs from each other. Commodore Warren lived not, however, to see the good effects of this conduct; dying at Madagascar on the 12th of November 1699, he left the command, and the completion of the business, to captain James Littleton, of whom hereafter.

**WATERS, Joseph**,—was appointed third lieutenant of the St. Michael on the 2d of May 1678. He had no other commission till after the accession of king William; when he was, on the 29th of May, appointed commander of the Hannibal hired ship of war. It is not known whether he ever was captain of any other vessel. He died on the 25th of January 1693-4.

**WHETSTONE, sir William**.—The first information we have been able to acquire relative to this gentleman,

man, is, that he was appointed captain of the *Europa* hired ship of war on the 30th of July 1689. He was employed, during the remainder of this year, in conjunction with captain Price of the *Sapphire*, in conveying the victuallers belonging to king William's army in Ireland. He continued in the same line of service during the following year also. He much distinguished himself both by his great attention, as well to the general protection of commerce, as of those ships which were specially entrusted to his care, and also by his activity in distressing the enemy by capturing several of their ships. In the year 1692 he was made commander of the *Crown*, a small fourth rate; and, in the month of June 1693, we find him promoted to the *York* of sixty guns, one of the ships attached to the main fleet. How long he remained in this station does not appear; but, in 1696, we find him captain of the *Dreadnought*, a ship of the same rate as the former, and employed on the Newfoundland station during the season, for the protection of the fishery. On his passage back to England he encountered a dreadful storm, which had nearly proved fatal to him. He continued in commission during the remainder of king William's reign, but we have been unable to discover in what particular ship, or service.

Immediately on the accession of queen Anne he was appointed to command the *Canterbury*, and sent out commodore of a small squadron to reinforce vice-admiral Benbow in the West Indies. Being the senior officer on that station, next to the admiral, he had the privilege granted him of local rank as a rear-admiral, while he continued in that part of the world. The melancholy fate of the vice-admiral we have already had too much occasion to lament. On the demerits of the authors of it Mr. Whetstone was appointed to act as judge; or, in plainer English, was deputed, by Mr. Benbow, to sit as president of the court-martial, which so justly condemned them to an ignominious death. There has been much cavilling among those who are fond of starting doubts, concerning the legality of the poor maimed admiral's delegating that authority to another, which, they say, belonged only to him, and which he could not properly divest himself of. On the propriety of this sceptical objection we shall not pretend to decide, contenting ourselves with saying, that as

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no men certainly ever more justly deserved the fate they met, so did none ever experience more candour and fairness in the investigation of their criminality. For although Mr. Whetstone certainly possessed too much honour himself to suffer such delinquency to escape unpunished, he, at the same time, had too much honesty to pass on it an hasty, unconsidered sentence.

After the death of the vice-admiral, the command, of course, devolved on Mr. Whetstone, who, having refitted his Squadron, sailed from Port Royal on a cruise; during which he, however, had no opportunity of effecting any thing memorable. Soon after his return a most dismal fire destroyed the whole of the town of Port Royal; and nothing tended so much to alleviate the general distress, occasioned by so melancholy an event, as the exertions of the admiral during the conflagration, and his humanity after it. Encouraged by his personal example, the seamen exerted themselves with all that characteristic intrepidity and activity which ever marks their conduct in the hour of danger, and saved a considerable part of that moveable property which must otherwise have inevitably fallen a prey to the flames. The fire having subsided for want of buildings to consume, the inhabitants were left totally devoid of shelter. This lamentable hour of distress Mr. Whetstone, with a most benevolent attention to the miseries which surrounded him, did every thing in his power to relieve. He received on board the ships of the Squadron, all those whose necessities, or inclinations led them to accept the temporary and hospitable refuge. The admiral, his officers, and people submitting to every inconvenience that they might contribute to the preservation of the ruined inhabitants, and using every possible means in his and their power to provide them with some other shelter, when the necessities of the service should render them no longer able to afford them his.

Mr. Whetstone sailed again from, what had been, Port Royal, the latter end of February. He had received information of a considerable fleet of merchant-ships daily expected from France; and his inclination, as well as duty, induced him to use his best endeavours to intercept them. These were, unfortunately, unsuccessful: and, after having fruitlessly cruised five weeks in search of them,



them, he resolved to sail for Petit Guavas and Leogane. The better to ensure his success against the enemy, he divided his Squadron and detached captain Vincent, with one part, to enter the harbour from the southward; while he himself, with the remainder, should stand in from the westward. He was induced to adopt this measure from the failure of vice-admiral Benbow's attack on the same place; as when that commander entered on one side, the enemy made their escape on the other. On the first appearance of attack, three privateers\*, which were laying there, endeavoured, in vain, to put to sea. The two largest being driven ashore, and burnt, the third taken. The other division was equally successful, as will be hereafter seen in the life of captain Vincent. This expedition, trivial as it may appear, frustrated a buccaneering attack, the enemy then meditated on the north side of Jamaica; which, although it might have done little towards the conquest of the colony itself, might have ruined a multitude of private individuals.

He does not appear to have undertaken any thing of moment after this time; nor could it be expected that he should, as he received orders, soon after his return into port, to keep the Squadron collected against the arrival of vice-admiral Graydon from Europe, he having been sent out to take upon him the chief command. This officer arrived at Jamaica on the 5th of June; and the subsequent events which took place have been already taken notice of in his life†. Although the people were in general much irritated at the disappointment their hopes of success experienced on this occasion, and threw much unmerited odium on Mr. Graydon, the most clamorous of them had discretion and justice enough to be silent as to Mr. Whetstone. He returned to Europe with Mr. Graydon, and arrived safely in the Downs on the 22d of October. So highly did prince George approve of captain Whetstone's conduct during his last command, that, in the month of January following, he advanced him to be rear-admiral of the blue, as a permanent rank. This promotion being rather contrary to the general rules of the service, gave

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\* One of fourteen gups, one of twelve, and one of ten.

† Vol. ii. p. 161.

much deserved umbrage to sir George Rooke, as will be seen in the life of sir James Wishart. Nevertheless, although the propriety of the appointment may be, in a great measure, impeached, the awkward apology of prince George, for having made it, and done a manifest act of injustice, is, perhaps, one of the most honourable testimonies that could be borne to the conduct of Mr. Whetstone.

In the month of March 1703-4, he was appointed to command a small squadron, in the Channel, left for the protection of the coast, during the absence of the main fleet, under sir George Rooke: but no occurrence took place that is worth commemorating here. On the temporary retirement of sir James Wishart, Mr. Whetstone was advanced, on the 18th of January 1704-5, to be rear-admiral of the white. On the 22d of February he received the honour of knighthood, and was appointed commander-in-chief in the West Indies, in consequence of which he hoisted his flag on board the *Montague*, at Spithead, on the 24th. The squadron equipped, in order to accompany him, consisted of five ships of the line and two frigates: with this force, having a fleet of merchant-ships under his protection, he sailed about the middle of March; and, without having experienced any sinister accident, arrived at Jamaica on the 17th of May, with two small vessels he had taken during his passage. The utmost expedition being used in refitting the ships, Mr. Whetstone sailed again on the 6th of June, intending to cruise off the Spanish main. On the 17th he gave chase to a large ship of war, of forty-six guns; which, in endeavouring to escape, ran through a very dangerous cluster of rocks and shoals, called the Sambah Keys, and the whole squadron nearly entangled among them. The *Bristol*, of fifty guns, struck, but was happily got off with very little damage. At last the *Mermaid*, a fifth rate, got within gun-shot and began to engage the enemy. Night, however, came on: the action was discontinued; and the enemy had almost effected his escape into Carthagen. On the following morning he was re-attacked and captured, after a very brave and desperate defence of two hours. The French commander was killed before the ship surrendered. And he is said to have declared his firm resolution to have blown the ship up rather than to have struck his colours: a degree of ferocity that

that excites our admiration, but cannot be said, among civilized nations, properly to command applause.

The rear-admiral, after this success, stood to the eastward. But the coast being alarmed, and the enemy every where upon their guard, he was constrained to return to Jamaica without having effected any other service than that of destroying a large privateer off the river Grande. He, however, took the precaution to leave three of his best sailing ships to cruise for twenty days off Anigada, in the windward passage: but this measure also failed of success.

Sir William put to sea again the 16th of August, intending to cruise in his old station; but on the 19th encountered a dreadful storm which forced him to return into port, his ships having sustained considerable damage in their masts and rigging. The hurricane season now approaching, it was deemed prudent the squadron should continue in port during that dangerous period. This state of inactivity was afterwards prolonged by the miserable want of naval stores, and a dismal accident which befel the *Suffolk*, the ship on board which the admiral had shifted his flag. Owing to some carelessness or neglect, which never was explained, the after powder-room blew up, and consequently destroyed the quarter deck, killing thirty of the people, and scorching seventy more so dreadfully that the major part of them died: it was, indeed, almost next to a miracle, that the ship itself was not totally destroyed.

This misfortune being repaired, and the most pressing wants of the squadron in some measure supplied, the rear-admiral once more got out to sea in the month of March. His intention was to stretch over to Carthagena, in order again to make the attempt of inducing the governor of that city to declare in favour of king Charles. The same cause which, on every experiment of this nature, had caused its failure was, in all probability, equally prejudicial in the present instance. He was disappointed in his endeavour to win him over by entreaty; and, as he commanded too slender a force to flatter himself with the hopes of conquest, so was he compelled, as all his predecessors had been before him, to return to Jamaica, without having, in the smallest degree, fulfilled the object of his cruise.

Campbell very properly remarks that nothing appears, in any account of this transaction, which can, in the least degree, attach the smallest odium to sir William, either on the ground of neglect, or any other species of misconduct. Early in the month of June, having received information that some French ships were laying at Petit Guavas, he put to sea with three ships of the line, two frigates, and a fireship, in the double hopes of surprising them, and intercepting Du Casse before he was reinforced, as he was then in hourly hope of being joined by the count D'Iberville with a squadron, which would render him truly formidable\*, and put all the British possessions, in that part of the world, to the utmost hazard. In both these meritorious attempts the rear-admiral was unfortunately disappointed. Contrary winds, and a strong lee current, compelled him to put back; and he soon afterwards had the mortification of learning, that the junction above-mentioned had actually taken place.

To balance, in some measure, this stroke of ill-fortune, sir William was joined, on the 25th of July, by commodore Kerr, from England, with six ships of the line, four frigates, and a fireship. A council of war was immediately held; and in that it was decided to renew, once more, the attempt on Carthagea. The two commanders sailed on the 8th of August, and reached the scene of intended action after a passage of ten days. A flag of truce was immediately sent with a letter to the governor, inviting him to submit and declare in favour of king Charles. He at first appeared to hesitate, on being informed of the late successes of the allied powers in Spain. But the hope caused by this appearance of half-minded inclination to accede to the admiral's proposal was of short duration; for, after having two or three evasive answers to the messages sent him, when at last pressed fairly to declare his intentions, he peremptorily replied, "He knew no sovereign but king Philip, and him only would he obey."

There were at that time fourteen galleons, unrigged, laying in the harbour, but close under the walls of the city; and the admiral very spiritedly proposed to attempt their destruction. The pilots, however, who were ne-

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\* As it would then consist of sixteen ships of the line.

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cessarily consulted, unanimously declared it would be impossible to force a passage into the harbour, unless Boca-chica castle, and the other forts which defended the entrance were first taken, as well on account of the narrowness of the passage, which was entirely commanded by their guns, as of the shoal water, which rendered it extremely doubtful to them, whether ships of the third or even fourth rate could work in\*, were they even unopposed.

Under these discouraging circumstances this attempt was again obliged to be given up; and nothing now remained for sir William but to make the best of his way to Jamaica, and prepare accordingly to convoy the merchant-ships to England†, with such ships as were in the worst condition for service, leaving the command of the remainder with commodore Kerr. He accordingly sailed the latter end of October, and arrived safely at Plymouth on the twenty-third of December, with the Suffolk, Bristol, Reserve, and Vulcan fireship.

Sir William's next command was, that of a small squadron intended to watch the count De Forbin, who was then laying in Dunkirk. He received this appointment, as successor to sir Edward Whitaker, the latter end of May. But, notwithstanding his vigilance, which has never been impeached, even by the most clamorous, the French commander got out to sea soon after. In the month of June the rear-admiral, who had hoisted his flag on board the Dreadnought, was ordered to convoy the Archangel fleet as far as the isles of Shetland. This precaution was taken in consequence of Forbin's being at sea, and in order to satisfy the Russia company of the attention of government to their protection, as the escort was otherwise only to have consisted of one ship of fifty

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\* Actual experiment, in the year 1740, proved this opinion unfounded.

† We must not, however, forget to remark, that, although the main object of this expedition miscarried throughout, the ships, under sir William's command were, as separate cruisers, singularly active and remarkably successful, having captured a number of prizes, and in particular two very rich Spanish ships, which had on board two hundred thousand pieces of eight, and a very considerable quantity of valuable goods.

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guns, and two frigates, under the command of captain Haddock. Sir William having literally fulfilled his instructions parted company with the fleet, having seen them in safety out of sight of the Shetland islands. Two days afterwards the French commodore fell in with them, and unfortunately captured fifteen of them.

It will easily be admitted that it required no common share of malevolent ingenuity, to affix on sir William the smallest imputation of having been, in any degree, accessory to this misfortune: but these were not wanting, because, as Campbell expresses himself, "admiral Whetstone was a man not beloved; and people were very desirous of fixing an imputation in order to get him laid aside!" The interest and malice of his enemies formed, when united, too powerful a force to be withstood: and when it was found impossible to attach to him any charge of criminality, his enemies were reluctantly compelled to be content that, for the sake of quieting their clamour, he was no longer employed. The time of his death is unknown.

Of all those unfortunate persons who have, at different times, been subject to national censure, none, according to the evidence before us, appear to have been less deserving of it than sir Will. Whetstone; nor any man, through the whole of his service, as an admiral, more truly unfortunate. It was his ill fate to be always employed on a disadvantageous station. When acting under vice-admiral Benbow, whose conduct no man ever impeached, he was not, in the smallest degree, more successful than afterwards, when he attained the chief command himself. But it is the unhappy lot of some men to be always blamed for mere misfortune, or the want of success, which many are not able to distinguish or separate from misconduct. When his real merit had alone procured him, in 1705, a re-appointment to the West India command, his former ill fortune failed not to attend him. This Campbell has, in great measure accounted for, by ascribing it to the neglect of the admiralty in not providing a sufficient force, and to the numberless disputes which were perpetually arising between the governors, the commanders, and the people themselves. These so convulsed the internal concerns of the colonies, and palsied that cordial acquies-

acquiescence which is always necessary to add energy to enterprise, as to render them all abortive. The formidable fleets which it was annually necessary to equip for the European service, and to keep the enemy in complete check in that part of the world, rendered it impossible, after Benbow's misfortune, to send abroad a fleet capable of crushing, or even encountering the enemy; so that, would the people have condescended to consider candidly the situation of affairs, they would have been rather induced to applaud that care and prudence, which preserved to Britain her own colonies, instead of reprobating it as inactivity or ill success because unable to effect the conquest of the enemy. Campbell himself, equitable and impartial as he is on most occasions, suffers himself to be betrayed, by popular prejudice, into the following sarcastic remark and implicated censure. "Sir William returned having performed little, though no man in the service had shewn a greater spirit of activity before his being sent on this West India expedition."

The misfortune which befel the Russian fleet, *after he had quitted it*, was, as we have already observed, strangely added to the catalogue of his crimes. What there was so obnoxious in his conduct that could not only form against him such an host of enemies, but could also raise in them such an inveterate spirit of unjustifiable malignity we have not been able to discover. But it is a necessary piece of justice to his memory to declare, that, whatever may have been his errors, none of them have been transmitted to posterity; their insignificance sinking them into oblivion, while his unmerited ill treatment has raised him to a consequence he otherwise, perhaps, would not have attained.

WISHART, Sir James,—the descendant of a very respectable family in North Britain, was appointed commander of the Pearl on the 4th of July 1689. We have not been able to collect any very interesting information relative to him during the early part of his naval service. We find him captain of the Mary galley of thirty-four guns in 1691, and principally employed in the unenviable service of convoying the Russian and coasting trade. His care and diligence, however, in this occupation procured the notice and esteem of his superiors in command, and caused his promotion, in the following year, to the Oxford;  
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a fourth rate, of fifty-four guns. This ship was, in all probability, employed in the same line of service as the former; for though he does not appear to have been employed on any foreign situation, it did not belong to the main fleet. Be that as it may, we have not been able to procure any farther information relative to him till the year 1696; at which time he was captain of the Dorsetshire, of eighty guns, one of the ships belonging to sir G. Rooke's division in the main fleet.

In the month of March 1696-7, still continuing in the same ship, he was appointed to command a small squadron employed in the north sea, principally in the escort of the trade to, and from Holland. The peace of Ryswic taking place in a few months after this time he had a temporary retirement from the service, not appearing to have again received any commission till after the accession of queen Anne, when he was made captain of the Eagle, of seventy guns, and sent on the expedition to Cadiz under sir Geo. Rooke. This great commander having observed in him all the qualities necessary to form a good officer, as well as a constant attention to render those virtues conspicuous, conceived for him the strongest love and attachment, which the worthy conduct of the latter proved not to have been, in the smallest degree, misplaced.

When the fleet was on its return to England, after the failure of the attempt on Cadiz, captain Wishart was detached, with two other ships of the line, and some transports, to take in water in Lagos bay. This measure happily proved the means of first procuring intelligence of the arrival of the Spanish galleons in the harbour of Vigo. Captain Hardy, of the Pembroke, having first made this discovery, immediately imparted it to captain Wishart, who was the senior officer of the detachment. He instantly dispatched the Pembroke itself, being the best sailing ship, to carry this important information to the commander-in-chief. The attack, and the success which attended it, is well known.

In the year 1703 he was taken by sir G. Rooke, who was again appointed commander-in-chief, to be his first captain; but no enemy appearing in the Atlantic for the fleet to encounter, the plan of operations was changed. The fleet returned into port; and a considerable part of

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it sailed, early in the month of July, under sir C. Shovel, for the Mediterranean. Captain Wishart did not accompany him: and, as sir George himself continued on shore till the month of January ensuing, is not believed to have received any other commission till that time. The promotion of captain Whetstone, who was a junior officer to Mr. Wishart, occasioned much concern to sir George; and, as will appear from the letters \* which passed between him

\* " January 23, 1703.

" May it please your royal highness,

" It is with all the grief and confusion of mind imaginable, that I find myself obliged to address your highness in terms that may be, by the malicious, deemed disrespectful or remonstrative; but when I conceive the queen's service, or my own honour concerned, I cannot, for my life, be tacit.

" I am informed captain Whetstone is preferred to be rear-admiral of the blue, in prejudice (pardon my expression, sir,) to captain Wishart, who is a senior officer, and captain to the admiral of the fleet. I have been always of opinion, that where seniority and merit meet in the same person, it would be of the worst consequence to the service to discourage officers so qualified. Possibly captain Wishart's, being a Scotchman, may be a reasonable objection with some to his preferment at this time: but I think that circumstance should have been set in its true light before the queen and your royal highness; for though he be of that country by birth he is an Englishman by interest, which I take to be the best security her majesty can have from any of them, for some years since he sold what he had in Scotland, added to it what he acquired in the crown's service, and, with his wife's fortune, purchased, and now enjoys, a very good estate in Yorkshire. He has ever had the character of a good officer, and a very honest man; and I think, in my conscience, deserves it: and he has always had right and justice done him in his preferment in the fleet, till he has had the misfortune of coming under my particular care and protection. In the thirty years that I have commanded in the navy, my principal consideration and regard has ever been the service and honor of my prince and country; and, next to that, the advancement and interest of my own reputation.

" I cannot, sir, but with humble submission reflect and conclude, that by this neglect of captain Wishart, my services to her majesty are not very well received or misunderstood, though I take God to witness I could not exert myself with greater diligence or zeal, nor wish to be more successful in it than I have been: so that, sir, since my interest is fallen so low, that I cannot do justice to her majesty's service, nor my friend, in the fleet, I do, with the humblest respect and duty, beg of your royal highness to intercede and prevail with the queen, that I may, without her displeasure, obtain her majesty's leave and permission to resign my command, and retire to my poor patrimony; where I may, without

him and prince George of Denmark, had nearly caused him to quit the service. The business was, however, soon

without interruption, and my days in repose and devotion, which I wish may not tend to the saving of my own soul, nor the prosperity of my family, whenever I neglect to pray that the choicest blessings of heaven may descend on her majesty and your royal highness; and that the Almighty may bless and preserve you long together, I am, in all duty, royal sir,

"Your most, &c.

"G. ROOKE."

The admiral soon after received the following letter from the Prince:

"St. James's, 26 January, 1703.

"I had so much concern for you, that I did not shew the queen your letter of the 24th. You may believe her majesty, and I have all manner of confidence in you, when we put the greatest trust of England into your hand: and that therefore rear-admiral Whetstone's promotion was not intended as a slight to you, or disesteem of your services, for which we have a just value. I think that all sort of encouragement ought to be given to those who have been forward to go to the West Indies; and Mr. Whetstone's carrying the flag there with approbation was the occasion of his having it here. I should have asked your advice in this matter had you been in town; but I remember, upon making the flags last year, all my council were of opinion that the crown never tyed itself to seniority in chusing their officers. You may be confirmed of my esteem, by the regard I have always had for yourself, and services; and will be satisfied, by the continuance of my kindness, that I am your affectionate friend,

"GEORGE."

To which the admiral immediately wrote the following answer to his royal highness:

"May it please your royal highness,

"I have received the honor of your highness's letter of 26th inst. for which I cannot be sufficiently thankful. It is not fit for me to reply to your royal highness but with the greatest submission and duty; and it is in that I humbly take leave to inform your royal highness, this is the only instance, since that office has been constituted in the navy, that the first captain to the admiral has been rejected in favor of a younger officer; and this neglect of mine has so impaired my credit and interest in the fleet, that I cannot think myself qualified to execute the great trust her majesty is pleased to repose in me. I have nothing to value myself upon but the reputation I have acquired in my country's service; and when I think that suffers I am touched in my tenderest part, in which I am so sensible, on this occasion, that I must beg your royal highness to lay my letters before the queen; and that you will be pleased

soon accommodated so as to satisfy the demands of sir George, and the honour of captain Wishart, by promoting the latter to be rear-admiral of the blue, with that precedence he was justly entitled to, to rank before Mr. Whetstone. He still retained his original station, though promoted to be a flag officer. This was unusual, but not wholly unprecedented in the service; as, during the first Dutch war, vice-admiral sir William Penn served as first captain to the lord high admiral: nevertheless, in the following year, this was much complained of in parliament, as an act of misconduct in prince George.

On the arrival of the fleet at Lisbon king Charles presented him with his picture richly set with diamonds, and a compliment of two hundred guineas for the purchase of a piece of plate. Although he held the station of first captain to sir George Rooke, while that commander continued at Lisbon, sir James Wishart, who, in addition to his promotion, had received the honour of knighthood, was detached, on a short cruise, with ten English and Dutch frigates and ships of war. Nothing material, however, occurred except his falling in with six large French ships, supposed to have been the same which had been ineffectually chased a few days before by a stouter detachment under sir Andrew Leake. The ships under sir James, although superior in point of numbers, were much inferior in actual strength; so that although the enemy, when they first fell in with each other, appeared very resolute, and to have a fixed intention to come to action. But they soon afterwards hawled their wind, and having evidently the advantage, in point of sailing, effected their escape. Sir James rejoined sir George Rooke on the 18th of May.

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pleased to prevail with her majesty in granting me my desired repose and retirement.

“ I am, with all imaginable duty,

“ Royal sir,

“ Your most, &c.

“ G. ROOKE.”

Copied from the original MS. in the possession of vice-admiral Kingmill.

On the 5th of February following Captain Wishart received the prince's commission to be rear-admiral of the blue, and hoisted his flag on board the Suffolk, at Spithead; but, at the king of Spain's request, he continued first captain to the admiral for that expedition.

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The other operations of the fleet, during the expedition of the year 1704, have been already given at some length in the life of sir George Rooke; and as from the station he held it is impossible to discriminate or discover the services of the rear-admiral from those of the commander-in-chief, all that can be said is, that there be no farther commendation bestowed on his conduct than that it merited, in the fullest sense, the cordial approbation of sir George, whose esteem for him rose, if possible, with the length of their acquaintance. When the ships returned to England, sir James, on the removal of sir George from the chief command, laid down his commission, and retired for a time from the service.

We meet with nothing relative to him after this time, till we find him, in the month of November 1707, one of the admirals assembled, with five other flag officers, under prince George, the lord high admiral, to examine the proceedings of the court-martial, and its decision, on the trial of sir Thomas Hardy, as will be more fully related hereafter, in the memoirs of that gentleman. On the 20th of June 1708, sir James was appointed one of the council to prince George, as lord high admiral; but his royal highness dying on the 28th of October following, that commission of course terminated. On the 20th of December 1710, after the great political convulsion, which just before took place, had subsided in some measure, sir James was made a lord of the admiralty; and, on the 7th of February 1711-12, was appointed the commissioner to go to Holland, as successor to sir David Mitchel, to regulate the marine quota, pursuant to the treaties between her majesty and the states-general, for the service of the year 1712. The treaty of Utrecht having closed all hostilities, little interesting information is to be expected relative to him in the line of service. His seat at the board of admiralty he retained through several commissions; and, in the month of December 1713, was advanced to be admiral of the white, and commander-in-chief in the Mediterranean.

On the accession of George the First, the interest of those men, with whom he had ever lived in the strictest terms of intimacy and friendship, began visibly to decline; and a complete change taking place soon afterwards in every

every department of administration, sir James was consequently involved in it. On the 14th of October a new commission was made out for executing the office of lord high admiral. This was a prelude to his final dismissal both from his civil employment and from the service; sir Charles Wager being sent, in the month of January following, to supercede him in his Mediterranean command. After his return he lived totally in retirement till the time of his death, which took place some time in the year 1729\*.

A more violent and scandalous proof of the unwarrantable rage of what is called party, is not, perhaps, any where to be met with than in the treatment of this gentleman. Of the most irreproachable manners as a man, as well as exemplary conduct as an officer, he became the object of political persecution, constructed on such grounds that it was impossible for him to obtain any redress, or legally to complain of. The great character and consequence of sir George Rooke, together with the necessities of the state, which would not at that time admit of the retirement of so great a man in disgust, procured him, in the first instance, an act of justice from his enemies, which, probably, was a violence to their very natures. Too mild and unpresuming to force himself into political consequence in his civil capacity, with the death of his friend and patron his interest sunk at once. To his own intrinsic worth was owing that countenance and employment he experienced during the latter part of queen Anne's reign; and, perhaps, no greater encomium can be bestowed on him, than to proclaim to the world the name of his great patron, except it is to add, that, even after the decease of that patron, sir James continued to be respected, honoured and trusted by able ministers and moderate men.

WRIGHT, William,—was appointed captain of the Nathaniel fireship on the 29th of September 1689, and died on the 9th of November following.

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\* In rear-admiral Hardy's List of Naval Officers, he is said to have died on the 30th of May 1723; but this we apprehend to be a mistake.

1690.

ASHBY, Arthur,—is *supposed*, by some, to have been the son of Thomas Ashby, esq; of Lowestoffe, in the county of Suffolk, brother to admiral sir John Ashby, of whom we have already given some account. This, however, is far from being established as a positive fact. As to what concerns him as an officer we have nothing farther to relate, than that he was appointed commander of the Mermaid on the 18th of June 1690, and died on the 30th of November 1691.

BANKS, Sir Jacob.—We have found nothing relative to this gentleman till he was appointed commander of the Cambridge on the 26th of August 1690. He did not long continue in this station, being in a short time afterwards succeeded by captain Foulks, and removed into another ship. Nor is this to be considered as the smallest affront to his character, or reproach to his conduct, it being exceedingly unusual to continue so young an officer in the command of such a powerful a ship, except as captain to a flag, it being a third rate of seventy guns. In 1693 he was captain of the Carlisle of sixty guns, one of the ships belonging to the main fleet; and, in 1696, of the Russel, of eighty guns, employed in the same line of service. The poverty of events, which attended the operations of this branch of our naval defence, precludes us from having any thing memorable to relate during these years of those officers who commanded such ships as, strictly speaking, composed it. Even the attack of the French ports, which occasionally took place during this period, was committed to detachments; and these were principally formed from the lighter ships of the line. We do not, after the strictest enquiry we have been able to make, find this gentleman ever noticed as a naval commander, after the peace at Ryswic. He received the honour of knighthood from queen Anne, but on what particular occasion we are ignorant. He died on the 22d of December 1724.

BRIDGES,

**BRIDGES, William,**—was appointed captain of the *Swallow* on the 9th of May 1690. In 1693 he commanded the *Portland*, of forty-eight guns, a ship stationed in the Downs for the protection of that part of the coast. In the following year being promoted to the *Montague*, in the month of December he assisted in the capture of a French ship of war, of fifty-four guns, called the *Temeraire*. This success he did not long survive, dying on the 21st of January 1694-5.

**BUCK, James,**—was appointed second lieutenant of the *Hampton Court* on the 12th of November 1688: he was promoted to the command of the *Play Prize*, of thirty guns, on the 26th of July 1690. He was soon afterwards removed into the *Charles* galley, a ship of superior force. In the month of June 1691, he was sent, in company with captain James Withart, who then commanded the *Mary* galley, to escort a fleet of English ships to *Elfinore*. When on their return from thence with a convoy, on the 20th of July, they fell in with eight ships, to which captain Buck immediately gave chase, while his companion continued with the merchant-ships for their better protection. About noon captain Buck got up with and found them to be four French privateers, with four English merchant-ships, their prizes, which they had captured two or three days before in company with a squadron of small French ships of war. Captain Buck retook the largest of their prizes, the *Tyger*, which was a very stout ship mounting thirty-four guns, together with one of inferior note. He continued to chase the rest for some time, but unfortunately without effect. With this spirited act he gloriously closed his life, dying on the 9th of the following month.

**CHAMBERLAIN, Clifford,**—was appointed commander of the *Griffin* fireship on the 18th of March 1689, and died, on the 6th of November 1691, captain of the *Forefight*.

**CRAWLEY, Thomas,**—was appointed second lieutenant of the *Elizabeth* on the 1st of October 1688. On the 7th of February 1690, he was promoted to the command of the *Richmond*. In 1693 he was made captain of the *Reserve*, of forty-two guns, and sent to convoy the outward-bound fleet to Newfoundland. His diligence and strict attention to every point of his professional duty

excited the notice, and procured him the patronage of sir C. Shovel. He was strongly recommended by that great commander, to the commissioners of the admiralty, as an officer most remarkably assiduous, even in those minutiae of his duty which some, though with the best intentions and most eager zeal for the service, have disregarded. The particular circumstance which appears to have interested sir Cloudesley in his favour was, his having, at a very short notice, equipped for sea the Cambridge, a third rate, of eighty guns.

Through this very strong recommendation captain Crawley was, in the month of June 1695, promoted to the temporary command of the Neptune, of ninety guns; from which, in the month of August following, he returned to the Cambridge. The admiral appears only to have contrived this as a mark of respect to him, in procuring him the command of a superior ship, while he himself found it necessary to hoist his flag on board the Cambridge, during captain Crawley's continuance in the Neptune. He remained in this ship during the rest of the war, and was still retained in commission after the peace was signed, as it is believed, till the time of his death, although the particular ship is not known. He died on the 16th of February 1700-1.

CONDON, David,—was appointed second lieutenant of the Unicorn in 1672, and of the Foresight in 1673. On the 28th of July 1678, he was promoted, by sir John Narborough, to be first lieutenant of the Portsmouth. On the 4th of March 1681-2, he was appointed to the same station on board the Dragon; as he was also, on the 14th of April 1685, on board the Rose. On the 25th of May 1690, he was promoted to the command of the same ship: he was afterwards made captain of the Heart Ketch; in which vessel he was unfortunately killed on the 9th of June 1692. We have diligently searched for some authentic particulars relative to this action, but without success. We know only, that the ship itself was taken after being very gallantly defended, for a considerable time, against a very superior force.

DAVIDSON, James,—was appointed captain of the Bonadventure, hired ship of war, of fifty guns, on the 18th of June 1690. He continued in this command nearly during the whole war, and appears to have been principally  
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employed



employed in conveying those inferior fleets of merchant-ships which were not thought of sufficient consequence to require a more formidable protection. In the month of April 1693, he escorted a small fleet from Bilboa. In the summer of the year 1696 he was sent to Iceland for the protection of the whale fishery off that coast; a service he not only effectually performed, but had also the good fortune to capture four French armed vessels, sent thither for the double purpose of fishing and privateering\*. In the following year he was made captain of the Assistance, and sent on the same service. During this expedition he captured a large French ship which had been sent to Iceland, on the same two-fold kind of service with those which were captured in the preceding year. He continued to command the Assistance, as it is supposed, during the whole of king William's reign. After the accession of queen Anne no mention is made of him; nor do we know whether he continued in actual service. In the year 1704 he had a pension settled on him of 123l. 8s. 9d. per ann. which he enjoyed till the time of his death, which happened on the 12th of July 1709.

DEAN, Robert,—was appointed commander of the Pearl on the 1st of April 1690; in 1693 he was made captain of the Ruby, a fourth rate of forty-two guns, one of the Squadron sent, in the early part of that year, to the West Indies, under sir Francis Wheeler. After his return from thence he was promoted to the Sterling Castle of seventy guns, and continued in commission after the conclusion of the war, even to the time of his death, which happened on the 6th of January 1699, but in what particular ship we have not been able to discover.

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\* In a manuscript note to a navy list, in which we have found many interesting as well as authentic anecdotes, he is said to have been dismissed from the Bonadventure in 1696, for breach of orders, &c. We think it our duty, however, to declare the charge rests on this testimony only, and that we are much inclined to disbelieve it, more especially as we find him, so immediately afterwards, appointed to a ship superior to that from which he is said to have been dismissed. We have thought it necessary to observe on this memorandum, lest having been seen by others, our silence should be construed either into carelessness or wilful omission.

**DORRIL, Robert**,—was appointed commander of the *St. Andrew*, of ninety guns, on the 20th of February 1690. He was captain of this ship at the unfortunate action off Beachy Head, where he served as second to sir Ralph Delaval who commanded the blue squadron; in which station he appears to have behaved with much becoming spirit. It is, therefore, very singular we never find him holding any other command, nor meet with any mention made of him, in the service, after this time. No notice is taken even of the time of his death; and were it not that we find his name inserted in an official list of the captains of the navy as alive in the year 1699, we should have supposed him to have died soon after the period above alluded to.

**EDWARDS, Richard**,—was appointed second lieutenant of the *Plymouth* on the 3d of September 1688; on the 10th of March 1690, he was promoted to the command of the *Greenwich*; in 1693 he was captain of the *Kent*, of seventy guns, one of the ships belonging to the main fleet. In 1695 he commanded the *Chichester* of eighty guns, one of the ships belonging to the small squadron sent under the command of lord Berkeley and sir Cloudesley, to attack the smaller French ports. In 1696 he removed into the *Severn*, of fifty guns. He continued in commission during the peace, which took place soon after this time, but it is not known in what particular ship.

After the accession of queen Anne he was appointed to the *Berwick* of seventy guns. This ship was one of the fleet sent, under the command of sir George Rooke, on the expedition against Cadiz. On this occasion he acted as one of the seconds to rear-admiral Graydon; and in the subsequent attack on Vigo, was stationed as one of the seconds to sir Stafford Fairborne, who commanded the third division.

In the year 1703 he still continued in the *Berwick*, and sailed for the Mediterranean, under sir C. Shovel, being stationed to lead the van of the British on the star-board tack. On his return from the Mediterranean in the following autumn he quitted the command of the *Berwick*. It is not known into what ship he removed, nor have we been able to collect any thing farther relative to him till the  
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the year 1707, when we find him commanding the Cumberland of eighty guns, and appointed commodore of the convoy sent to escort the outward-bound Lisbon fleet. His force was by no means despicable, but thought perfectly competent to the defence of its charge, which, in point of intrinsic value, was considerable; and, considered in a national light, was, from the quantity of horses and stores intended for the use of the army in Spain, of still much greater moment. The escort consisted of the Cumberland and Devonshire, of eighty guns each; the Royal Oak, of seventy-six; and the Chester and Ruby, of fifty. The two latter, indeed, could only be called the convoy, as the remainder of the force, under commodore Edwards, was to return after seeing the fleet safe fifty leagues to the westward of Scilly. The French having, as it was believed at that time, no force at Brest of sufficient consequence to be dreaded, the precautions taken by administration for the defence of this great object were thought fully competent. Such, however, was the want of information at home, aided by the treachery and treason of some individuals, who gave accurate and constant information to the enemy of the equipment, force and destination of this squadron, that, on the 10th of October, being the very day after it sailed, it fell in with the combined squadrons of the count De Forbin, and M. Du Guai Trouin, off the Lizard. The commodore immediately took every measure prudence could suggest and gallantry support, both in the protection of his convoy and the maintenance of his country's honour. He first formed his line; and having made a signal to the merchant-ships to make all the sail they could, dropped in between them and the enemy, with whom a desperate action commenced. The French force consisted, according to our best historians, of, at least, twelve ships of the line. Against these very unequal numbers the English contended with determined valour, and with, at least, the success, of facilitating the escape of that fleet they were unable to protect.

M. Du Guai Trouin himself, supported by his two seconds, attacked the commodore, in the Cumberland, about noon. He resisted, like a man fully impressed with a true sense of the national charge committed to his care;

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but what can the most romantic bravery effect against such superior numbers: in fine, the Cumberland was taken; but the commander had that noblest consolation, to a man of honour, that all men were unanimous in founding the praises of his valour, and in pitying his misfortune. He did not return from captivity till the following year, and, consequently, was not tried for the loss of his ship till the latter end of October 1708. The judgment of the court-martial confirmed the opinion his countrymen had ever, before this investigation, conceived of his conduct: suffice it to say, he was most honourably acquitted. He does not appear to have gone to sea after this event: but, in the year 1711, was appointed commissioner of the navy at Plymouth, an office he held only till the year 1714; when he retired altogether from public life, with a pension of 250*l.* a year, which he enjoyed till the time of his death, on the 2d of March 1723.

. FAIRFAX, Robert,—was appointed commander of the Conception Prize, of thirty-two guns, on the 15th of November 1690. He received no fresh commission after this for a considerable time, as we find him employed, in the latter end of the year 1693, as captain of this ship on the New England station. In the month of April 1694, he commanded the Ruby, at that time stationed as a cruiser in the Irish Sea, and gained considerable credit by capturing, after a very gallant action, a large French privateer, called the *Entreprenant*, belonging to Brest, and mounting forty-six guns. In 1695 he was promoted to the Newark, of eighty guns, one of the Squadron sent under the command of lord Berkeley and sir C. Shovel, to attack the French ports. He remained in the same ship, we believe, during the whole of the war; but during the peace which succeeded, does not appear to have been employed. In 1703 he was appointed commander of the Kent. We find him detached, on the 10th of May, with a small Squadron, consisting of four ships, to reconnoitre the port of Brest. In consequence of the information he collected while on this service, particularly of all the French ships having escaped out of Conquet road, and Camaret bay, sir George Rooke, with the body of the fleet at that time under his command, sailed for Belleisle; but no prospect of rendering any service appearing,

ing, and the time of the cruise being expired, the fleet returned into port towards the end of June. In the following month captain Fairfax was ordered out, under rear-admiral Dilkes, to attack a considerable fleet of merchant ships, and their convoy, which were said to be collected in Gancalle bay. The squadron sailed on the 22d, and on the 26th, at day-light, got sight of the enemy, then laying at anchor about a league to the westward of Granville. Twenty-four of the enemy's ships were taken and destroyed in the course of that day, and seventeen more, together with the convoy, which consisted of three sloops of war, on the following. Captain Fairfax appears to have eminently distinguished himself during this enterprize; and is said to have received a gold medal, purposely struck on the occasion, to perpetuate the memory of so signal a service, and very deservedly bestowed on the rear-admiral, and those officers who had fortunately born a conspicuous part in it.

After this time we meet with no information relative to his holding any command. On the 20th of June 1708, he was appointed one of the council to prince George of Denmark, then lord high admiral, an office he held till his highnesses death, on the 28th of October following. From this time till his death, an event which happened on the 7th of October 1725, he appears to have retired altogether from public life.

FOWLER, or FOULIS, Thomas,—is supposed, by some, to have been the son of the captain Fowlis of whom we have given some account\*. He was, on the 12th of April 1690, appointed commander of the Vulture fireship. He continued in this line of service some time, and acquired considerable credit at the battle off La Hogue, in an attempt made by him to burn the Royal Sun, Tourville's ship; an attempt bravely and judiciously made, meriting the highest commendation, notwithstanding the shot of the enemy firing his ship before it could take effect, unfortunately rendered his great endeavour abortive. Soon after the return of the fleet into port he was promoted to the command of the fleet into port he was promoted to the command of the Deptford, of fifty guns, one of the ships belonging to the main fleet. He was, in

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\* Vol. I. p. 223.

the year 1694, made commander of the *Restoration*, a third rate, of seventy guns. He continued in commission during the peace, and, as it is believed, till his death, which took place on the 24th of July 1703, being soon after the accession of queen Anne. He then commanded the *Britannia*.

HAILES, John,—was, on the 1st of May 1690, made commander of the *Half Moon* fireship; he was soon afterwards promoted to a frigate of thirty-two guns, called the *Virgin's Prize*. This ship appears to have been chiefly employed as a cruiser in the Channel. Captain Hailes was unfortunately drowned, at Kinsale, on the 9th of December 1693, at the same time with captain Gillam, in whose life we have already given an account of that melancholy accident.

HARLOW, Thomas,—was, on the 19th of March 1690, N. S. appointed commander of the *Smyrna Merchant*. He was, not long afterwards, promoted to be captain of the *Burford*, of seventy guns, one of the ships belonging to the grand fleet. In 1696 he commanded the *Torbay*, of eighty guns, and led the van of the commander-in-chief's division. He continued in this ship till the conclusion of the war; and being detached, in the month of August 1697, with a small squadron, consisting of the *Torbay* and *Devonshire*, of eighty guns; the *Restoration*, of seventy; the *Defiance*, of sixty-four; and the *Betty*, a small frigate hired from the merchants. He fell in with a French squadron of superior force, which he resolutely, and, in some degree, successfully engaged: but the enemy, after an action of some hours continuance, finding themselves incapable of gaining any advantage against so determined a foe, prudently declined any farther contest, which their superiority, in point of sailing, soon put it out of the power of the English to continue \*. This seems to be the fair and impartial

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\* The following is the account, given by authority, of this little transaction, which, from a number of concurrent circumstances, soon afterwards made a very considerable noise.

" On the 14th, Scilly bearing N. E. 248 miles distant, the *Defiance* being a-head, between six and seven in the morning, descried several ships to windward, and made the signal to give notice: whereupon

impartial state of this action; but although, candidly judging at the present distant period, we cannot discover the least criminality, or ground for reprehension in captain Harlow's conduct during the preceding business, it is certain his reputation suffered much in the opinion of his cotemporaries, more particularly of those who were *not* seamen.

The French Squadron was commanded by Monsieur Pointi, whom we have already had occasion to speak particularly of in the life of admiral Neville. It had escaped almost a myriad of encounters and dangers, and was returning to Europe laden with the plunder of the Western world. The wealth he bore off, and the frequent hope and supposed chance of recapturing it had tantalized both the English and Dutch so, that repeated disappointment could obtain no satisfaction, but that of venting itself in

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upon captain Harlow with the other men of war made all the sail they could and plied to windward, supposing they might be the West India ships; but as the day came on we discovered them to be great ships, and saw them bearing down towards us in a line. We put ourselves in a readiness for a fight. About two in the afternoon the enemy brought to, being five in number, one with a white flag, swallow tail, at the main top-mast, and bore down nearer to us. About three we engaged, and the fight continued till about six in the evening, when the enemy tacked. We made all the sail we could after them, but found they much outailed us; and about ten at night lost sight of them. The fifteenth, about four in the morning, very clear weather, we again discovered the enemy about four leagues from us; we followed the chase, and continued it all night with all the sail we could: on the 16th, in the morning, had sight of them again, about five miles from us; whereupon they let out their reefs, and set their top-gallant sails; and, in a watch and an half, with a fresh gale, wherein we tried every way of sailing, they gained so much from us that we saw no probability of coming up with them; and some of our ships being a great way a-stern, and the weather thick, we gave over the chase. In the fight the Torbay had one man killed and five wounded; the Restoration six killed and fourteen wounded; the Devonshire eleven killed and eleven wounded; the Desbance sixteen wounded; and the Betty one wounded. The enemy's Squadron was composed of one ship of about ninety, two of seventy, one of sixty, and one of fifty guns."

On the foregoing action Campbell shrewdly remarks, "On the following day they, the French Squadron, entered the harbour of Brest, having as happily and as strangely escaped a variety of dangers as any Squadron that ever went to sea."

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a violent and unwarrantable clamour\*. This was increased, and with some degree of industry, by popular speakers, whose supposed patriotism had conferred on them, by long usage, a right of saying with impunity whatever they pleased, and of some others who had not the courage to avow the charge † they had the baseness anonymously to advance.

The result, however, of their united endeavours was, that captain Harlow ceased to be employed any more during the reign of William the Third. The rage of popular disfavour having, in some measure abated, he was, soon after the accession of queen Anne, appointed to command the *Grafton*, of seventy guns, one of the ships sent, under sir G. Rooke, in the year 1702, on the expedition against Cadiz. Nothing memorable can be expected, relative to the life of a sea-officer, in an enterprise in which his department of the service was not at all concerned. In the subsequent attack on Vigo he was stationed as one of the seconds to vice-admiral Hopson who led the attack with his detachment, on which, without wishing to diminish the merits of those who followed and sustained him, the principal weight of the action lay. Thus, happily and successfully, captain Harlow closed his naval life. He continued at Vigo till the remainder of the fleet and prizes returned to England, with sir Cloudesley Shovel, in the month of November 1702; after which time we do not believe he ever went to sea.

On the 7th of February 1704-5, he was appointed a commissioner of the victualling office, a station in which he continued till the 13th of November 1711. He is said to have been appointed master-attendant at Deptford, but

\* A Dutch author quaintly said, "Ill luck had put on leaden boots to pursue the French."

† Admiralty Office, September 21, 1697. Whereas the lords commissioners of the admiralty did receive a letter by the post, signed A. B. which contains several things relative to the late action of captain Harlow, these are to give notice, that if the person who writ the said letter, will apply himself to one of the secretaries of the admiralty, his name shall not be made known without his own consent, and he shall likewise be rewarded and preferred by their lordships."

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in what year we have not been able to ascertain. He died, in a very advanced age, in the year 1741.

HAWKINS, Charles, — was appointed, by king James, second lieutenant of the *Sedgmore* on the 10th of May 1687. On the 10th of March 1690, he was promoted to the command of the *Milford* frigate. In the year 1692 he was promoted to the *Advice*, of forty-two guns, one of the ships sent to the West Indies, in the following year, under the command of sir F. Wheeler. While on this service he had the fortune, call it on the present occasion good or ill, to acquire, in an eminent degree, the notice and good opinion of his commanding officer, who being, immediately on his return to Europe, appointed commander-in-chief of the fleet sent to the Mediterranean, procured the promotion of captain Hawkins to the *Suffex*, of seventy guns, the ship on board which he intended to hoist his flag; its melancholy fate we have already had occasion to relate in the life of sir Francis: suffice it to say, captain Hawkins was included in it, on the 19th of February 1693-4.

HUBBARD, John, — has been unfortunately confounded with the John Hubbard, of whom we have given a short account\*. He was in all probability the son of that gentleman. He was appointed second lieutenant of the *Forefight* on the 13th of July 1688, and promoted to be first lieutenant of the same vessel on the 16th of August following. He was made captain of the *Bonadventure*, of forty-eight guns, on the 18th of June 1690, and continued in the same command some years; during which he appears to have been principally employed in conveying the smaller fleets of merchant-ships. In 1695 we find him commanding the *Dorsetshire*, of eighty guns, one of the seconds to lord Berkeley in the desultory attacks made by him, during that year, on the French ports. In 1696 he was captain of the *Devonshire*, of seventy guns, one of the leading ships of sir C. Shovel's division in the main fleet. We do not believe him to have born any commission during the reign of king William after the peace at Ryswic; but soon after the commencement of the war with France, in 1702, he was appointed captain of the

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\* Vol. I. p. 79.

Essex, of seventy guns, one of sir G. Rooke's fleet; a ship of which he continued for a long time commander. In the following year he sailed for the Mediterranean with sir C. Shovel; and, in 1704, eminently distinguished himself, under sir George Rooke, both in the attack of Gibraltar and the engagement with the French fleet off Malaga.

In the following year he was made captain of the Panther, and returned to the Mediterranean, under the command of sir C. Shovel, with whom he continued to serve during his expedition against Toulon. Having escaped shipwreck at the time his brave and unfortunate admiral perished, he, soon after his arrival in England, was commissioned to the Elizabeth; and returning to the Mediterranean station in the following year, was, in the month of July, detached, by sir John Leake, at that time commander-in-chief there, with his own ship, the Elizabeth, three other English ships of war, and three Dutch, to cruise between Pefiscola and Tortoza, in order to cover the attack then meditated upon the island of Sardinia. We find him, while thus employed, to have rendered himself remarkably conspicuous, by his great diligence and attention to every thing which appeared, in any degree, likely to promote the cause of the allies.

By his spirited co-operation with lieutenant-general Stanhope, he laid the first foundation of that successful expedition which took place, in the month of August, against Minorca; and in this we feel it our duty to dwell longer on his merits, as he appears, in consequence of this conduct, to have attached to himself a responsibility in case of ill-success, few wish to encounter, except urged by the most spirited motives of gallantry and zeal. We believe him to have, in great measure, retired from the service after he quitted the command of the Elizabeth, which he did in the year 1709. On the 17th of March 1710, he was appointed superintendant at Plymouth, an office which, however, was abolished at the conclusion of the war; after which he had a pension settled on him of 250*l.* a year. The time of his death we have not been able to investigate.

HUGHES, Gabriel,—was appointed commander of the Griffin fireship on the 5th of August 1690: in the  
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year 1692 he was made captain of the *Rochester*, of fifty guns, one of the ships belonging to the main fleet. How long he continued in this vessel we have been unable to ascertain; but, in the month of June 1696, we find him captain of the *Defiance*, of sixty-four guns, a ship employed in the same line of service as the former. He continued in commission till the time of his death, which happened on the 4th of May 1699; but we are ignorant what particular ship he commanded after the *Defiance*.

**JOHNSON, John**,—was appointed commander of the *Kingsfisher* on the 27th of May 1690. In 1692, he was promoted to the *Edgar*, of seventy-two guns, one of the ships belonging to the main fleet. In this vessel he continued till the month of July 1693, when he was made captain of the *Neptune*, of ninety guns, on board which ship Mr. Neville had hoisted his flag as rear-admiral of the blue. We have not been able to collect any farther particulars relative to this gentleman, or the service in which he was engaged, till the year 1696, when we find him, in the month of March, commanding the *Suffolk*, of seventy guns, and sent as commodore in this ship, with the *Monk*, of sixty; the *Chatham* and *Woolwich*, of fifty-four each; the *Deptford*, of fifty; the *Marygold*, *Portsmouth*, and *Biddesford* frigates; with five Dutch ships of war, to block up the ports of Dunkirk and Calais, and more particularly to prevent the sailing of that well-known naval partisan, Du Bart. He appears to have been employed on this station during the remainder of the year, as neither his own, or any of the ships which had composed his squadron, are found, during this period, to have been engaged in any other service. He was not commissioned during the peace which shortly after succeeded; but, on the commencement of the war with France, in 1702, was made captain of the *Sterling Castle*, of seventy guns. In this ship he sailed, under admiral Rooke, on the expedition against Cadiz; and, in the following year, under sir C. Shovel, on that to the Mediterranean, undertaken for the relief of the Cevenois, a service fruitlessly attempted through the want of sufficient attention at home, and the lateness of the equipment, Captain Johnson as well as his ship scarcely survived their return, being lost, on the 26th of November 1703, in that  
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tremendous hurricane, emphatically distinguished by the appellation of the Great Storm. The Sterling Castle was stranded on the Goodwin Sands; but seventy of her crew, among whom were four marine officers, the remains of upwards of three hundred men, were almost miraculously saved amidst that dreadful contending jar of elements.

KEMPTHORNE, Rupert,—is supposed to have been the son of a captain Simon Kempthorne, and nephew to the gallant sir John Kempthorne, of whom we have already given some account. This gentleman was appointed commander of the Half Moon fireship on the 18th of October 1690. He was prevented, by a very untimely death, from pursuing that path to posthumous fame and renown which his brave relatives had acquired, being unhappily killed at a rencounter, in a tavern, on the 28th of October 1691.

KERCHER, Thomas,—was appointed commander of the Hunter fireship on the 29th of April 1690. In the beginning of the year 1693 he was promoted to be captain of the Dolphin, of twenty-six guns. He was stationed off the western coast of Ireland to prevent the introduction of any arms from France, for the use of such of the late king James's adherents as still continued an inferior and desultory kind of warfare in that part of the kingdom. He continued on the same station till the month of July 1694, when he had an opportunity of displaying as much gallantry on an occasion almost generally unnoticed, as, falling to the lot of a better-known character, would have been sufficient to have immortalized his fame. A French privateer of thirty-four guns and two hundred and forty men, had, by cruising out of the general track, fallen in with and captured a valuable prize from Antigua, a single ship, which, running without convoy, hoped to escape danger by coming round the northern coast of Ireland. Captain Kercher fortunately fell in with both the privateer and the prize. The former he instantly engaged; and, notwithstanding the disparity of force, the Dolphin having only one hundred and fifteen men, compelled the captor to abandon his prize, and also consult his own safety by flight. This very gallant behaviour procured him, immediately on his return into port to refit, the command

command of the *Rupert*, of sixty-four guns; a promotion he did not long live to enjoy, dying on the 17th of October 1694.

KERR, William,—was appointed second lieutenant of the *Pendennis* on the 13th of September 1688: on the 14th of May 1690, he was promoted to the command of the *Deptford*, of fifty guns. While commanding this ship he had, in the month of November 1691, in company with the *Chester*, the good fortune to capture a large privateer of twenty-two guns, which had, for a considerable time, infested the Channel. He afterwards met with considerable success in this species of service, having, in the month of Oct. 1692, captured another large French privateer belonging to Nantz, called the *Fortune*, carrying twenty-four guns, eight *patararoes*, and one hundred and eighty men; and in the following month, in company with the *Portsmouth*, commanded by captain Britiffe, a third, called the *Hyacinth*, of still superior force to the last. In 1693 he was made captain of the *Lenox*, of seventy guns, one of the ships belonging to the main fleet. In 1693 we find him commanding the *Burlington*, in which station he had the *misfortune* to incur the censure of a younger officer, (captain Stephens of the *Solebay*) a censure, however, which attached not to him an atom of disgrace \*, as he was most honourably acquitted by a court-

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\* In justice to his memory, and to explain this matter very fully, we shall insert a letter, written by sir C. Shovel to the board of admiralty, relative to captain Kerr's conduct in this affair; and shall only remark, that no man could ever wish a more complete and honourable justification than the honest and unbiassed opinion of so great and brave a commander; an opinion afterwards confirmed by a regular and legal enquiry, although in itself sufficiently explicit to satisfy those who entertain even the most rigid ideas of the honour of the service.

" Montague, in Calais Road, 25 March, 1695.

" Right honourable,

" Your lordship's order of the 20th instant, directing me to make a strict enquiry into the matter represented to you by captain Stephens, commander of the *Solebay*, touching captain Kerr's not timely weighing upon fight of some of the enemy's privateers on this coast, I send you, enclosed, a copy of captain Kerr's relation of that affair, to which I have thought fit to add, for your lordship's farther information, that, on Friday the 13th instant, I ordered captain Kerr, in the

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Burling-

court-martial, held for the purpose of investigating his conduct.

Soon after this decision he was sent to Lisbon, to escort from thence the homeward-bound fleet. Nothing remarkable occurred during his passage thither, except his capturing a small French privateer, mounting eight guns, called *La Bergere*. He sailed from Lisbon towards the end of the month of August, and arrived safe in the Downs, with his charge, on the 12th of September. After this time he appears to have been principally employed, during the remainder of the war, as a cruiser. In this service he displayed considerable activity, which was deservedly rewarded by several captures. During the peace he was out of commission; but, on the recommencement of the war with France, was appointed commander of the *Revenge*, of seventy guns. In 1702 he was one of the members of the court-martial held for the trial of sir John Munden; but, for what particular reason does not appear, was the only member who did not sign the sentence. In

Burlington, with the ships mentioned in the margin, to proceed as near Dunkirk as he should think fit, and there to make what observation he could of the ships in Dunkirk, and in the Flemish road, and to return to me with an account. Upon his return I required a particular report of his proceedings in prosecution of that order.

"He acquainted me, that on Sunday the 15th, he had sight of several French privateers, with their prizes, standing in for Dunkirk; and that he had sent the *Solcby*, the *Lark*, and the *Brigantine* to chase them, who thereupon tacked and stood away over the sands, but that his pilot would not take charge of his ship to stand over after them. Now though, upon strict enquiry into captain Kerr's conduct and management upon this occasion, I find that it is the general opinion of people that were present, that if captain Kerr and the *Mary* galley had weighed and stood over the banks after the enemy's ships, it is reasonable to believe they might have retaken their prizes; I cannot find the omission of this ought to be imputed to captain Kerr as a crime or a reflection, since I find, upon enquiry, that it was upon the pilot's plea of his being unacquainted, and his refusal to take care of the ship, that captain Kerr forbore to weigh; and I cannot but observe to your lordship, *how great a misfortune a commander must needs lay under, if his reputation must depend upon the knowledge or will of a pilot.*

"I am,

"Right Honourable,

"Yours, &c.

"CLOUDESLEY SHOVEL."

1703

1703 he sailed for the Mediterranean under the orders of sir Cloudefley Shovel; and on his return from thence, at the end of the same year, narrowly escaped destruction in that tremendous storm, in which so many capital ships perished, on the 26th of November. The *Revenge* was at that time laying in the Downs, but was blown from her anchors on the 27th, and driven over the north end of the Galloper: she, however, weathered the storm without having sustained any consequential damage. In the following year he continued in the same ship, and was detached to the West Indies with a small squadron; but nothing memorable, either of censure or praise, appears to have taken place during the time he was employed on this service. In 1704 he had the misfortune to be in company with the *Falmouth* at the time that ship was taken by monsieur St. Paul's squadron; but was declared by a court-martial, of which sir C. Shovel was president, to have behaved very meritoriously, and to have rendered her all possible service. In the year 1706 he was made captain of the *Rupert*, and appointed commodore of a squadron, consisting of one third rate, his own ship, five fourth rates, four frigates and a fireship, and again sent to the West Indies to succeed sir William Whetstone as commander-in-chief on that station. Honours and promotion to some people prove a misfortune; thus did they in the present instance; and captain Kerr, who had hitherto maintained a spotless fame, and had meritoriously attained a most honourable trust, had not the resolution to preserve what he had justly won.

He joined admiral Whetstone at Jamaica on the 25th of July; and on the departure of that officer, for Europe, in the month of October took upon himself the command\*. Previous however to this, they sailed together on a cruise, in hopes of being able to take the city of Carthage. This was, on maturer deliberation and consultation, found impracticable; nor does any circumstance, worth commemoration, appear to have occurred during the cruise. They returned to Jamaica, and commodore Kerr sailed soon afterwards on an expedition

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\* On which occasion he removed into the *Bredah*.

against the island of Hispaniola. It was first proposed to attack port Louis ; but this idea was soon rejected in consequence of his having no pilot with him who was sufficiently acquainted with the entrance of that harbour. It was next determined to attack Petit Guavas. The disposition was actually made for this purpose ; and all the boats of the Squadron were sent, manned and armed, under the orders of captain Boyce, who was appointed to cover them in the Dunkirk's Prize. However prudently and judiciously these measures were arranged, the attempt unfortunately miscarried, through the inattention or too forward zeal of some of the officers commanding the boats, which running in too near the shore alarmed the inhabitants, and rendered abortive all hopes of success, which was never expected on any other ground than that of surprise. Thus foiled, the commodore again returned to Jamaica to refit his ships, and procure provisions and refreshments, of which his Squadron began to be grievously in want.

Here he had to combat with a new species of enemy, which, by no means uncommon in that part of the world, has repeatedly proved more formidable than the sword. It is almost needless to say this was disease, which, though always destructive, proved, at this time, most unusually fatal, the mortality being so great as to utterly disable the Squadron from any farther service. The commodore finding all hopes of enriching himself honourably at the expense of the enemies of his country, appears, at this time, to have taken the resolution of avenging himself on the pockets of his own countrymen. We are well aware that nothing irritates the human mind more than misfortune ; and that particular species of misfortune too, the deprivation of wealth : so that, notwithstanding we are very ready to admit the justice of the general complaint against the commodore, we think it but candid to conclude, the popular odium under which he fell was greater than his share of delinquency really merited. The following appears to have been the outline of the transaction.

The inactivity of the Squadron at Jamaica necessarily induced by the mortality which then prevailed, subjected commerce to much interruption and heavy losses, particularly from the Spaniards, who, in that part of the world,

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were unanimous in favour of the duke of Anjou, and whose guarda-coastas, and privateers, were remarkably active and successful. The armament, in point of numbers, had never, perhaps, been competent to the protection of the extensive trade carried on in the face of an enemy, whose situation peculiarly enabled them to disturb it; much less was it equal to the task in its reduced state. The merchants of Jamaica had, for a considerable time, been in the habit of encreasing this loss by a particular species of commerce, detrimental to the mother country itself, and hateful even to the Spaniards themselves, at least to those who were not specially engaged in it. This was a contraband trade with certain districts in the possession of the enemy, who were by these means supplied with many articles of which they stood in want, not excepting those stores which were absolutely necessary to the equipment of their private vessels of war. When the ship, thus freighted, escaped detection and capture, the returns were lucrative in the extreme; and the chance of abundant profit daily procured fresh, and more intrepid adventurers.

Occasional loss damped, indeed, but could not subdue the avaricious spirits of these bold and enterprising men. Each appears to have been eagerly striving before his fellow to insinuate himself into the good graces of the commander, and *purchase* his protection. The honour of the service, as well as his own, sunk before the demon of avarice. A merchant, of the name of Wood, appears as the principal complainant against Mr. Kerr: he was engaged deeply in the species of commerce just described; and Mr. Kerr was resolved, as it seems, to abridge it, unless he himself was permitted to have a share in the profits. From the tenor of the complaint laid before the house of peers, by Mr. Wood, it must evidently appear, not that the complainant had any injustice done him, but that the reputation of the service, disgraced in the hands of the person to whom it was at that time confided, had been bartered away for profit; that the commodore and the merchant were two *brokers*, each striving to enrich himself and out-wit his neighbour. In this kind of traffick all *advantages* appear to be held as fair; and we have only to lament that a man, who ought to have ever maintained

the character of a person of honour, should descend to such meanness as to become a partner in so disgraceful a trade.

On the 22d of August commodore Kerr, being succeeded in his command by commodore, afterwards sir Charles Wager, sailed for England in the Bredah, having with him the Sunderland, a fourth rate; the Experiment frigate, and the Hawke fire-ship, with a fleet of merchant-ships, under their convoy. He conducted them to England in safety. On the 7th of February 1707-8, the address of the house of lords, against captain Kerr, was presented to the queen\*.

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\* The tenor of it was, that " Captain William Kerr, late commander of a Squadron of her majesty's ships at Jamaica, had refused to grant convoys for their ships to the Spanish coast of America; and in particular, that Mr. Thomas Wood had offered to captain Kerr the sum of six hundred pounds, *as a gratuity*, if he would order one of the ships of war under his command to go as convoy to the Neptune sloop and Martha galley, laden with woollen and *other goods*; that the said captain Kerr at that time seemed much pleased with the proposal, and said the Windsor should be the ship, and ordered Mr. Wood to make what dispatch he could in getting the galley and sloop ready. On which encouragement he got ready to sail, and bought three hundred negroes to put on board; and then acquainted captain Kerr therewith, and with the great charge he was at in maintaining the negroes, together with his fear of their sickness. Captain Kerr then said he feared he could not spare a man of war, but the next day sent Mr. Tudor Trevor, captain of the Windsor, to acquaint Mr. Wood, that captain Kerr said, he thought Mr. Wood could not have offered less than two thousand, or, at least, fifteen hundred pounds: whereupon Mr. Wood declared the sum was too great, *that the trade could not bear it*; so that the said sloop and galley proceeded on their voyage without convoy: and in their return the sloop, loaded with great wealth, being pursued by French privateers, and having no convoy, and crowding too much sail to get from the enemy, was unhappily overset and lost.

" The said Mr. Thomas Wood also complained that, upon a farther application to the said Mr. Kerr, for three sloops bound to the said Spanish coast, he promised to give the Experiment man of war, commanded by captain Bowler, as a convoy; for which the said Mr. Wood agreed to give eight hundred pounds; four hundred pounds, part whereof, was paid to the said Bowler; and the other four hundred pounds was made payable, by note, to one Mr. Herbert, for the use of Mr. Kerr; which note was sent in a letter to Mr. Kerr, and by him put into Mr. Herbert's hands: and besides that, as a farther encouragement for allowing the said convoy, Mr. Kerr had an adventure of fifteen

The charge legally turned on the following point, that Mr. Kerr had unwarrantably demanded, and actually received a considerable sum of money as a recompense for the service he had partially rendered individuals, by protecting their property from the enemy. This being fairly proved, the house entreated the queen to dismiss Mr. Kerr from her service. So reasonable a request could not be refused. And that man who had uniformly, till this last act, maintained the character of a person of honour, was dismissed with an ignominy exceeded only by that attached to cowardice or treachery. The time of his death is unknown.

KILLEGREW, James,—was appointed lieutenant of the Portsmouth on the 5th of September 1688. He was promoted to the command of the Sapphire on the 11th of April 1690, and was principally employed on the cruising service during this, and the following year. We know not any thing memorable relative to him, during this period, except his having, in the month of July 1691, captured a large French privateer after a long running fight. Early in the year 1692 he was made captain of the York, of sixty guns. In the beginning of the year 1693 he was removed into the Crown, as he was into the Plymouth of sixty guns, in the month of July, and sent, under admiral Russel, to the Mediterranean in the following year. He held the same station, in the

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fifteen-hundred pounds in the said sloops without advancing any money."

This was the sum of the charge, the whole of which was certainly very fairly proved. But the admitted delinquency of Kerr by no means places Mr. T. Wood in the light of an honourable trader, or an highly injured man. He had engaged in an illicit commerce, the profits of which must have been immense to have enabled him to pay so enormous a sum for its protection. After having consented to this very scandalous extortion, and actually received his remainder of the profits, like a man thoroughly versed in *all* the principles of a contraband trade, he informed against his coadjutor, in order to repossess himself of that money he had paid for the connivance and assistance; which he was before very ready to receive on the terms above-stated, rather than forego *his share* of the profits. Between two traders there would have been nothing unfair in this transaction; between an officer and a trader there was much dishonour, added to that species of criminality arising from his bartering away the reputation of the office he held for this his own private and paltry emolument.

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month of January 1694-5, when he bravely fell while engaging, singly, two French ships, one of sixty-four, and the other of fifty guns. Historians rather vary in their particulars relative to this very gallant action. The following we honestly believe the most authentic relation of it.

Captain Killegrew, at that time commander either of the Medway or the Plymouth, was detached, by admiral Ruffel, with a squadron, consisting of six or seven fourth and fifth rates, in search of some French ships of war, said, at that time, to be cruising off the island of Malta. At the time he first got sight of them, which was early in the morning of the 27th of January, off the island of Pantalarea, he was considerably a-head of any of the ships which composed his squadron, so that he was singly engaged, for a considerable time, against two ships, the smallest of which was of nearly equal force with himself. In this unequal encounter Killegrew was killed together with a considerable part of his crew: but the other ships carrying a press of sail, at last got up to take their share in the action: soon after which the French ships both surrendered. The largest, called the Content, was commanded by the count De Caulard, mounted sixty guns, and had a crew of four hundred men: her companion was called the Trident, commanded by the count D'Aulnoy, mounting fifty-two guns, and carrying three hundred men\*. The latter

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\* The following account was published as authentic immediately after the action.

"That captain Killegrew, having with him a squadron of seven English ships of war, had, on the 27th of January 1694-5, detached three of them to cruise off Cape Passaro, and three in the Channel of Malta, while he himself remained, with his single ship, off the Phare of Messina. Quickly after captain Killegrew fell in with two French ships of war, one of sixty-four, the other of fifty guns, and engaged them both for the space of four hours; when, upon the report of the guns, one of the detached English men of war came in to his assistance, who so well seconded captain Killegrew, that the French betook themselves to a running fight, and, in a short time, the ship of fifty guns surrendered, and soon after sunk; - the other, having all her masts shot by the board, yielded also, and was carried to Messina. There were on board the two French ships of war above seven hundred men, of which almost one-half were killed and wounded: captain Killegrew was likewise killed in the fight, and about fifty of his men killed and wounded."

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is said, by some, to have sunk soon after the surrendered. This is a mistake; she got safe into Messina, and was afterwards enrolled in the English navy. Characters like that of captain Killegrew need no encomium.

KIRBY, Richard,—was appointed commander of the Success hired ship of war on the 7th of February 1690. He continued captain of this vessel till the year 1692, being chiefly, if not entirely, employed in conveying the

The French made a considerable merit of the courage with which these two ships were defended; and, according to their usual romantic mode of relating all actions in which they themselves were concerned, recorded a thousand prodigies of valour which never existed. True gallantry needs not the embellishment of fiction to render it attractive. The French were very spiritedly attacked by an inferior force: they defended themselves courageously, and when assistance came up were compelled to submit.

The account given by Campbell affords us some few particulars which reconcile the contradictions of other historians, and some also which are not elsewhere met with. He makes, indeed, in common with almost all of them, the force of the French ships greater than it really was. The Content, when taken, carried sixty guns only, and the Trident fifty. This information we give as authentic: it is taken from a manuscript list of the French fleet in this year, found among the Shovel papers, for the communication of which we hold ourselves very much indebted to lord Romney. It is said that the French ships of war, at first, mistook the English ships for merchant-men, and bore down upon them; but quickly discovering their mistake, put about and endeavoured to get away. That the whole English squadron, consisting of six ships, were together; and the Plymouth being so much disabled as to be obliged to bear away for Messina as soon as the other five ships got up, three of them, the Carlisle, Newcastle, and Southampton pursued the Content; and the Falmouth and Adventure the Trident; both which ships at length surrendered, after having made a running fight during the night and part of the next day, in which they lost a considerable number of men.

The Trident, it appears, being very leaky in consequence of the great damage she had received in her hull, was obliged to be sent away immediately to Gorgonti: which circumstance, probably, occasioned the premature report, of her having sunk soon after the action was over. Campbell also adds an anecdote too honourable to be omitted, or to have the reinforcement of it charged to the account of national vanity.

“When captain Killegrew came up with the Content the whole French crew were at prayers; and he might have poured in his broadside with great advantage; this, however, he refused to do, adding the following remarkable expression, *It is beneath the courage of the English nation to surprize their enemies in such a posture.*”

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coasting trade. The Success being no longer retained in the service, captain Kirby does not appear to have held any commission during the year 1693. In 1694 he was made commander of the Southampton, one of the ships sent to the Mediterranean, in the course of that year, under the command of admiral Ruffel, and behaved with much spirit and activity in the action, of which we have given some account in the life of captain Killegrew; a circumstance necessary to be pointed out, in order to prove that something worse than a *natural* defect of what is called courage, which is a misfortune only, was the occasion of that conduct for which he afterwards so deservedly paid the forfeit of his life. In the beginning of the year 1696 he had a violent dispute and quarrel with his boatwain, who was tried by a court-martial in consequence of it, and severely punished, and his own character rather suffered in this civil encounter. After he quitted the Southampton, which he did soon after this time, he had no commission \* till he was appointed to the Defiance of sixty-four guns, and sent to the West Indies under the orders of admiral Benbow. His behaviour in the action with the French admiral, Du Casse, as well as the opinion of the court-martial held in consequence of it, have been already sufficiently related in the account given of that engagement in the life of admiral Benbow. Early in the following spring he was sent prisoner to England under the sentence, on board the Bristol. The queen was so highly, and justly incensed against him, that orders were sent down to all the different ports, to carry the sentence into execution immediately on the arrival of the ship, not only to prevent any applications for mercy, which it was determined not to comply with, but also to deter others from shrinking, on any occasion, from the standard of honour. The ship arrived at Plymouth on the 14th, and he was executed on the 16th of April 1703.

KIRK, Piercy,—was appointed second lieutenant of the Mary, by lord Dartmouth, on the 19th of December 1688: on the 8th of July 1690, he was promoted to the

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\* We must except that he was employed, in the year 1697, in the West Indies, under the command of admiral Neville, and behaved there, in a way very much to his honour and reputation, but we have not been able to discover what ship he commanded.

command of the *Rose*, a prize taken from the *Salletines*, and then corruptly called the *Sally Rose*. He was afterwards made captain of the *Cygnet* fireship, and sent, under the command of sir Francis Wheeler, to the West Indies, where he died, soon after his arrival, on the 23d of May 1693.

LEAKE, or LAKE, Sir Andrew,—was the son of Mr. Andrew Leake, merchant, of Lowestoffe, in the county of Suffolk; and Deborah, daughter of James-Wild, of the same place. He was appointed commander of the *Roebuck* fire-ship on the 17th of August 1690: but we do not believe him to have taken post till the 9th of January 1690-1, and in what ship we have been unable to ascertain. The next information we have been able to procure relative to him is, his having been appointed commander of the *Greenwich* in the month of July 1693. This ship was one of those belonging to the grand fleet; and after that returned into port, for the winter, was ordered out to cruise at the entrance of the Channel, in company with several other third and fourth rates. His diligence and activity, while employed in this service, procured him both success and commendation. We believe him to have continued in commission during the war; but have been utterly unable to discover either the name of the ship, or ships, or the particular service in which he was engaged.

After the peace at Ryswic he appears to have retired, for a short time, to the place of his nativity, Lowestoffe; to which town he ever proved himself a warm and indefatigable friend. In the year 1698 the chapel belonging to that town being in a ruinous state, and the parish church at too great a distance to be frequented by the aged and infirm, captain Leake, in conjunction with a doctor Peake, with so much success solicited and promoted a subscription, to which he himself very liberally contributed, for rebuilding it, that the building was very soon completed under his, and the doctor's auspices and direction.

In the year 1700 captain Leake again returned to the service, and was appointed commodore of a small squadron, sent to Newfoundland, for the protection of the fishery there. In 1702 he was made captain of the *Torbay*, of eighty guns, and sailed soon afterwards, under the command of sir George Rooke, in the expedition  
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against Cadiz. He was stationed in the line as one of the seconds to rear-admiral Graydon. At the attack made on Vigo, admiral Hopson, who led with his division, shifted his flag from the Prince George into the Torbay\*. The particulars relative to this very spirited attack having been already given in the life of sir Thomas Hopson, it would be a ridiculous piece of tautology to repeat them here: we shall therefore content ourselves with saying, the behaviour of the captain was, in no respect, less exemplary than that of the brave admiral under whom he served. To his activity and personal exertions, indeed, it was principally owing, that the flames were so speedily extinguished, after the fireship had grappled the Torbay. So highly meritorious was his conduct thought, that, immediately after the return of the fleet into port, he received the honour of knighthood. It being necessary his old ship should undergo a thorough repair, sir Andrew was removed into the Grafton, of seventy guns, and was ordered to join the fleet, put under the command of sir Cloudesley Shovel, and destined for the Mediterranean. This armament did not put to sea till the 1st of July, so that the summer, and season for naval operations were nearly at an end before it arrived at the place of its destination. The reason of this delay we have already explained in the life of sir Cloudesley. When the fleet was on its return to England, in the beginning of November, the admiral detached sir Andrew, with two third rates, a fourth rate, a frigate, and a fire-ship, to Lisbon; and from whence he was to proceed to Oporto, and take under his convoy such merchant-ships as were bound for England. From both those ports he arrived safe at Plymouth, with his charge, on the 16th of December.

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\* This part of the account of sir Andrew's life is selected from the concurrent testimony of all our best naval historians, and the history of Lowestoffe, his native place. It is in part confirmed also by a MS. line of battle we pay every respect and credit to, in which his name is inserted as commander of the Torbay. Nevertheless, the positive information and assurance we have received that at this very time the Torbay was commanded by captain Moody, something more than staggers our belief, for reasons that will be hereafter explained in the life of that gentleman.

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In the following year sir Andrew, who still continued captain of the *Grafton*, sailed, under the command of sir George Rooke, for the Straights. During his passage thither, a circumstance occurred which exposed him to much historical censure. This has been already related at length in the life of captain Price\*, so we have only to remark that, admitting the matter there stated *to be true*, we should fully assent to that odium which many have endeavoured to throw on him; but we do not, candidly considering the evidence, find it sufficiently strong to justify a positive criminality. The conduct of sir Andrew underwent the serious and solemn investigation of a court-martial; and the very acquittal he experienced in consequence of it, ought, certainly, to outweigh the vague unfounded aspersions of men, in all probability warped in their opinions by prejudice, or some less honourable influence. In support of the honourable testimony of his innocence just produced, we may also fairly cite, that character uniformly given him, on all other occasions, as a man of the strictest honour, and most approved intrepidity.

In the successful attack of Gibraltar, made on the 22d of July following, sir Andrew's ship, the *Grafton*, was one of those detached from the main fleet to cannonade the town by sea, and create a diversion in favour of the land forces; this measure was prudently and happily devised, and afterwards proved the sole cause of the sudden conquest of that important place. Sir Andrew was one of those commanders who were stationed in the hottest part of the service; hence his expenditure of shot was so great, that, in the battle off Malaga, fought on the 12th of August following, the *Grafton* was, before the conclusion of the engagement, one of those ships that had also been employed in the same service, which was obliged to quit the line of battle merely for the want of the power of annoying the enemy.

We now come to the fatal, though noble catastrophe of this brave man's life. In the engagement, of which we have just spoken, he led the van of the commander-in-chief, sir G. Rooke's division, and exerted

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\* See page 284.

himself

himself most eminently, being one among those who had the good fortune to distinguish themselves most. Sir Andrew unhappily received a mortal wound, of which he died before the conclusion of the action \*. The Grafton had thirty-one men killed and sixty-six wounded, a most unanswerable proof of the share this ship bore in this memorable engagement.

LEONARD, Robert,—was, on the 3d of May 1690, appointed commander of the Julian Prize. He was afterwards made captain of the Canterbury store-ship, and sent, in the month of January 1693, under the command of sir Francis Wheeler, to the West Indies, where he died on the 13th of April following, not many days after his arrival there.

MAIN, John.—We find a gentleman of this name commander of the Sampson fire-ship as far back as the year 1678, but are by no means warranted in asserting him to have been one and the same person with this gentleman, who was made commander of the Assurance on the 4th of February 1690. He was progressively advanced to the command of several ships of war till, in the year 1692-3, he was made captain of the Suffex, of eighty guns, a new ship, which had till that time, never been at sea. He did not join the fleet, in which he was stationed as one of the seconds to the earl of Danby, rear-admiral of the red, till the month of July. At the close of the year he was removed into the Kent, in consequence of the Suffex being

\* Gillingwater, in his history of Lowestoffe, of which place we have already noticed sir Andrew was a native, gives the following circumstantial and melancholy account of the manner of his death.

“ In this great battle, called the Malaga fight, that brave and valiant officer, sir Andrew Leake, was unfortunately slain, receiving a wound in his body which proved mortal. After sir Andrew had received the fatal wound, and was carried down to the surgeons to be dressed, his heroic soul, fired with the love of his country, and burning with an insatiable thirst for glory, would not suffer him to remain inactive; but despising death, though surrounded with all its terrors, he wrapped a table-cloth round his wounded body, and though possessing only the small remains of life, he placed himself in his elbow chair and gave orders to be carried again upon the quarter-deck, where he bravely sat and partook of the glories of the day until he boldly breathed his last.”

Sir Andrew, from the grace and comeliness of his person, is said to have been called queen Anne's handsome captain.

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appropriated to sir F. Wheeler's flag. In 1695 he was unfortunate enough to incur the ill opinion of some in consequence of his having, when commodore of a small squadron, called off the Portland, one of the ships under his command, at the instant she was about to engage a French ship of war: but his conduct having been enquired into by a court-martial he was honourably acquitted, and soon afterwards appointed captain of the Norfolk, of eighty guns. We do not believe he ever had any command after he quitted this ship, which he did at the time of the peace. In the month of July 1702, he was one of the members of the court-martial assembled for the trial of sir John Munden; and therefore it is most probable he, at this time, commanded some ship, although we have not been able to discover its name. He was put on the superannuated list in the year 1703, with a pension of 123l: a year, which he enjoyed till the time of his death, in 1712.

MASON, John,—was appointed commander of the Speedwell on the 4th of April 1690. He died on the 5th of February following.

MONK, Thomas,—was made second lieutenant of the Royal Oak on the 30th of April 1678: on the 11th of March 1679, he was promoted to be first lieutenant of the Mermaid; on the 23d of May 1682, of the Centurion; and, on the 17th of June 1685, of the Crown. We know nothing farther of him till we find him made captain of the Phoenix, of forty-two guns, on the 15th of May 1690. He was very soon afterwards promoted to the Happy Return. In the month of February 1691, he was, as was customary at that season of the year, sent to cruise on the coast of France; in which service he met with very signal success, having, between the 7th and 10th of that month, driven six of their ships and vessels ashore, one of which was a frigate of twenty-four guns. He was soon after this time captured in the Happy Return, and was not again, as we believe, employed. On the 10th of October 1712, in consideration of his past services, and the firm persuasion that the misfortune which had befallen him was unavoidable, he was appointed a captain in Greenwich hospital. This very honourable retirement  
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he did not long enjoy, dying some time in the year 1714.

**MOODIE**, or **MUDIE**, James,—was the descendant of a very respectable family settled at Melfetter, in the island of Walls Orkney. Having entered into the navy in 1661, at the early period of sixteen years old, and passed through the necessary previous stations, he was, on the 10th of October 1688, at the age of forty-three, appointed first lieutenant of the York; on the 14th of April 1690, he was promoted to the command of the Hound fire-ship. Little interesting matter, except from the intervention of extraordinary accidents, is to be expected during the first years of an officer's service, even as a commander. In 1693 he commanded the Wolf hired ship of war, of forty-eight guns, a vessel at that time employed for the reception of impressed men; and having in this station acquired the friendship and esteem of sir C. Shovel, was, as we believe, at his recommendation, promoted in 1695, to be captain of the Yarmouth of seventy guns. This ship was one of the small fleet employed, under lord Berkeley and sir Cloudesley Shovel, during this summer, principally in the attack and bombardment of the inferior French ports. When the season for those kind of operations had ceased, and the Yarmouth was properly refitted, captain Moody was appointed commodore of a squadron, consisting of eight ships of war and two fireships, sent as convoy to the Turkey fleet.

He remained on this station, and was employed in the same kind of service during the whole of this year; and not only distinguished himself by his great attention to the protection of the trade committed to his charge, but also by his great activity; which exertion was rewarded with several very valuable prizes which he captured from the enemy. He returned to England in the month of March 1696-7; and the peace at Ryswic taking place soon afterwards, he does not appear to have received any other commission till after the accession of queen Anne, when we are assured, by his grandson \*, he was appointed to command the Torbay. This ship, it is well known, was sent, under sir G. Rooke, on the expedition against Cadiz, and so

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\* See the life of sir Andrew Leake, page 331.

remark-

remarkable for having been the ship on board which vice-admiral Hopson shifted his flag, at the well-known attack on Vigo. Independent of that credit ever due to the open testimony of a descendant, that with which we have been favoured, on this occasion \*, is too circumstantial and particular to leave any reason for us to suppose he is, though at this interval of time, either misinformed or mistaken. Captain Moodie had the misfortune to receive a very considerable and dangerous wound in his thigh by a cannon shot; he, nevertheless, had the resolution to order a chair upon deck, where he continued till the action was over. This was a conduct which certainly required and proved the most extraordinary exertion, both of mind and body; more especially when we consider the very critical situation of his ship, from which, notwithstanding the mismanagement and defects of the French fireship, it could not have been rescued, but by the greatest activity and presence of mind.

After the return of the fleet to England, we believe him to have retired from the service for some short time, most probably on account of the wound just mentioned, a grievous, though highly honourable mortification to a man of his spirit and enterprising turn of mind. His health, however, being re-established, we find him, in 1707, commanding the *Lancaster*, one of the ships belonging to the Mediterranean fleet, under sir John Leake. The caution of the French deprived him of any opportunity of again distinguishing himself in the ordinary course of duty; but he had the good fortune to effect a service of the most consequential and advantageous nature to the allied arms. He had been some time before detached, with three or four ships, up the *Levant*: while on his passage thither, learning, by mere accident, from the report of the cannonade, that *Denia*, a town of very inconsiderable note, though from its situation of much importance to the cause of Charles the Third, was besieged by a formidable force under the chevalier D'Asfeldt, he immediately sent his boat on shore to procure information. Finding the critical situation of affairs, and that without some very consequential succour the garrison could

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\* By captain James Moodie of the *Orkneys*.

not possibly hold out beyond that night, he immediately came to off the place, and not only landed a considerable number of cannon for the service of the garrison, but also sent on shore a reinforcement of four hundred men from the ships. By this timely and almost providential assistance the enemy was so completely baffled, that the siege was raised \* two days afterwards.

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\* This very honourable piece of service was so highly acceptable to king Charles, that he immediately afterwards wrote the following letter to queen Anne, highly recommending captain Moodie to her favour.

" Madame ma soeur,

" Le capitaine James Moodie, qui commande le vaisseau Lancaster, m'a rendu des services si considerables, que je dois presque uniquement reconnoitre de son zele la conservation de ma ville de Denia, laquelle depourvûe de toutes sortes d'ammunitions n'auroit gueres tenue contre ma seige de cinque semaines a moins que le dit capitaine n'en eut fourni quelque quantité sur la requisition que lui firent ceux, qui y commandent de ma part. Je ne doute point que votre majesté voudru bien lui faire ressentir les effets de sa genereuse reconnoissance, tant a l'égard des dites services que de ma presante intercession, a laquelle je n'ajuterai que l'assurance du respect et attachment sincere avec le quel je suis,

" Madame ma soeur,

" Votre tres affectionée frere

" Barcelona ce 12d Nov.

" CHARLES."

de 1707.

As also did the earl of Galway, on the same subject, to the earl of Sunderland. These testimonies are too honourable to the memory of this gallant man to be omitted.

" My lord,

" I am desired, by captain Moodie, commander of her majesty's ship the Lancaster, to give your lordship an account of the service he did the public, about the month of June last, when Denia was besieged. Being accidentally bound up the Streights at that time, and having notice of the condition of that garrison, he called there, together with the Warpight and Triton under his command, and so effectually assisted the place with ammunition and men, which he lent them for a time to put their batteries in order, that I am persuaded the preservation of that town was in great measure owing to him; wherefore I must take the liberty of recommending him to your lordship's favour.

" I am, with great truth and respect,

" My lord,

" Your lordship's most obedient servant,

" Lisbon, April 8, 1708, N. S.

" Signed GALLOWAY."

In the month of May 1708, he was appointed, by sir J. Leake, who was then proceeding to the Mediterranean, to be commodore of a small squadron, consisting of the Lancaster (his own ship), the York, and one Dutch ship of the line, left to cruise off the Straights mouth, for the protection of the commerce of the allied powers. He continued on this station, according to his instructions, till the 20th of June, when he proceeded to Barcelona and joined the commander-in-chief. He returned with a part of the fleet, from the Mediterranean, in the month of October; and in the following year was again appointed to command the Torbay, of eighty guns. Nothing material, however, happened, nor do we find any mention made of him till he was, in the month of April 1711, put under the orders of sir Hovenden Walker, who was, at that time, appointed commander-in-chief of the squadron destined to attack Quebec. The Torbay, however, proceeded only one hundred leagues to the westward of Scilly, her place being supplied by the Devonshire, which was thought better calculated for so distant, and, indeed, dangerous a service.

In the year 1717 he commanded the Yarmouth, of seventy guns, one of the fleet sent under sir G. Byng to the Baltic. After he quitted this ship, we believe he retired altogether from the naval service, to enjoy an honourable repose on his native spot, after having served with the utmost credit to himself as well as honour to his country. A memorandum, inserted against his name in the navy list, published by rear-admiral Hardy, informs us he was killed about the year 1724, in Scotland, in a duel; this has been, hitherto, the generally received opinion, but by the obliging information of his grandson, we are enabled to state, truly, the particulars of his unhappy and tragical death. Neither his extreme age, nor the respect generally paid to a man whose life had been so honourably spent, could preserve him from experiencing, even in that secluded, and we might naturally conclude, happy spot where he was born, all the dismal effects of political party fury. He had been ever strongly attached to those opinions and principles of government which first effected the revolution, and afterwards so happily settled the succession on the house of Brunswick: but the exiled family of Stuart still possessed many powerful, and violent adherents.

in Scotland, particularly in the northern parts of it. Sir James Stuart, of Barray, one of these misguided persons, had, in consequence of this prejudice, vowed his destruction; and the measures taken, by him, were such as ensured it. He placed a servant, well armed, in the church-yard of Kirkwall, and attacked this almost defenceless old man in the street, at noon-day; not singly, for as such ignoble deeds are not undertaken but by the most depraved minds, so did cowardice prevent his making this attempt without the assistance of his brother, who was base enough to join him in this murderous attempt.

Old as he was, the commodore did not fall an easy victim; he defended himself with a spirit and strength which deserved a nobler antagonist; and which would have done honour to a much younger man. He repulsed the two assailants; when the servant, who was placed as it were in ambush, fired and happily missed him. Sir James, however, fully bent on carrying his infamous attempt into execution, called out to the servant to fire again, as, to use his own expression, "*the Hanoverian dog stood.*" The second discharge was too successful, the commodore having received a brace of balls in his shoulder, of which wound he died in eight days afterwards. Thus he ignobly fell, by the barbarous hands of assassins, in the eightieth year of his age, sixty-four of which had been honourably spent in the service of his country; and during this immense length of time does not appear to have omitted the smallest opportunity of proving himself most truly worthy of being one of the persons entrusted with its protection.

We cannot dismiss our account of this unfortunate gentleman without making one short remark on his conduct, which we hope will, in the opinions of all proper thinking men, redound much to his credit. He had the mortification of seeing many persons of better interest, or who had found superior opportunities of distinguishing themselves, raised to the dignity of flag officers\*, under whom he afterwards continued to serve without murmuring or complaint, notwithstanding he was, himself, as a captain, of much older rank. We mention not

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\* Sir John Norris, the marquis of Carmarthen, vice-admiral Baker, Sir Hovenden Walker, and others.

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this with the most distant intention of depreciating the general honours so deservedly paid to the memory, and services of the great and gallant persons alluded to, but merely to do the necessary justice to commodore Moodie's exemplary modesty and forbearance.

NEVILLE, The Honourable Edward,—the grandson of sir Christopher Neville, created a knight of the bath at the coronation of king Charles the First, was the brother of George, lord Abergavenny. He was born in the month of December 1664; and having entered early in life into the service, was, after having regularly passed through the several subordinate ranks, appointed commander of the Swan on the 23d of December 1690. It is very singular we meet with nothing relative to this gentleman, either in history or among any of the private documents we have been able to procure; even his name is omitted in an official MS. list of naval commanders, made out in the year 1699. He is confounded by Beaton with vice-admiral John Neville of whom an account has already been given; but as the sir-names only are in general given by historians, the mistake is natural and very excusable. We believe him, however, to have been appointed commander of the Lincoln about the year 1700, and sent soon afterwards commodore of a small squadron to Virginia, where he died on the 12th of September 1701, being at that time only thirty-seven years old.

NEWTON, Roger,—after a very long service in the station of a lieutenant, to which he was appointed in the year 1666\*, was at last advanced to be captain of the Saudadoes on the 15th of May 1690. He is supposed to have died soon after this time, as no farther mention is made of him.

NORRIS, Sir John,—was the descendant of a very respectable Irish family; and having obtained what was called the king's letter, and betaken himself to the sea very early in life, was, after having gone through the regular routine of service, appointed captain of the Pelican fireship on the 8th of July 1690, on account of his very meritorious behaviour, as a lieutenant, at the battle off Beachy Head. His promotion in the navy was slow, and not very

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\* To the Henrietta, by commission from the duke of York.

regular, he having experienced many of those checks or retrograde motions to which the bravest and best men have been sometimes subject. In 1693 he commanded the *Sheerness*, of twenty-eight guns, one of the frigates sent out with the unfortunate convoy under sir G. Rooke; and his diligence and activity on that occasion, in carrying his commander-in-chief's orders into execution, are said to have eminently contributed to the preservation of those ships which did effect their escape. Soon after his return to England he was promoted to the *Carlisle*, a fourth rate, in which he was sent, in the following year, to the Mediterranean, under the command of admiral Russel. In the month of January 1694-5, he distinguished himself very much, under captain James Killegrew, in the action with the *Content* and *Trident* French men of war, which were both taken. As a reward for his spirited conduct, he was, some time after, recommended, by admiral Russel, to be captain of the *Content*; to which command he was in consequence appointed by the board of admiralty.

This ship, which was, perhaps, the largest of her rate ever seen at that time of day, carried only sixty guns when captured; but when taken into the English service mounted seventy; and was, after being refitted, attached to the main fleet. Although this was a station which, considering the caution of the French, appeared to promise captain Norris little opportunity of effecting any thing particular, or abstracted from the general and enlarged operations of the fleet, he, nevertheless, had the good fortune to capture one of the finest frigates in the French service; she was called the *Foudroyant*, and mounted thirty-two guns. The following year, 1696, was not so fortunate to him; he was sent to attempt the recovery of the British settlements in Hudson's bay, which had been some time before captured by the enemy. His squadron consisted of four fourth rates, as many frigates, two bomb-ketches, and two fire-ships. On his passage thither he put into the harbour of St. John's, Newfoundland, where, on the 23d of July, he received advice of five French ships of war being seen in the bay of Conception. A council of war, composed of all the principal land as well as sea officers, was immediately held. In this it was concluded, that the squadron in question was that of the marquis De Nesmond, sent purposely

purposely to attack them. It was therefore resolved, by a majority, of which the land-officers who were unanimous in their opinions formed the most considerable part, to put the harbour of St. John in the best posture of defence time and circumstances would permit, and expect the enemy there.

Captain Norris, and seven other of the naval commanders out of thirteen were of a different opinion, having too much spirit to wait the approach of the enemy under the protection of the batteries on shore. The commodore, therefore, who had, from the first intelligence of the enemy, entertained some suspicion that it was not their outward-bound squadron, but some casual visitors of inferior force, put in for water or other necessaries of which they might stand in need, dispatched one of his frigates to reconnoitre and procure farther information. Before this vessel could return, the whole matter was developed by a letter, from the master of a ship taken by the ships in question, who informed captain Norris the squadron was that of the *sieur De Pointi*, returning to Europe laden with the plunder of the Spanish West Indies. He sent at the same time a particular account of the strength of the enemy, which was so inferior as to promise it an almost certain prey, especially to a commander of captain Norris's known ability and gallantry.

Elated as he himself was, at this joyful piece of intelligence, he could not infuse the same spirit into the majority of the members who had composed the council of war. They still adhered to their former opinion, and affected either to discredit the information, or, what was worse, believe it an attempt to betray them to their ruin. The intelligence they afterwards received, though it continually tended to corroborate the former advice, effected no alteration in their sentiments: so that the commodore, whom compulsive inactivity, irritated almost to madness, was obliged to content himself with preparing to receive an enemy who never had spirit, or, indeed, sufficient force to attack him.

Let us, however, do every justice to the prudential gentlemen who enforced this advice, which, though perhaps ill-timed when given, proved, in a short time after, the protection, if not the preservation of the squadron.

In about a month after this time monsieur De Nesmond arrived: his squadron consisted of sixteen ships of war, ten of which were of sixty guns and upwards: but on viewing the intrenchments and redoubts that were thrown up, and the general preparations made for their reception, they thought it most prudent to retire without hazarding an attack, which would, in all probability, have ended in their defeat or destruction. Thus was the possession of Newfoundland preserved by a conduct condemned by most naval commanders, and which afterwards became the subject of much parliamentary censure.

The commodore returned to England in the month of October, with captain Dilkes, and the squadron which had been, during the preceding summer, on the West India station. Notwithstanding the clamour of the people, at first violent, knew not how to divide their anger and acquit the commander-in-chief, while it condemned some of those who acted in a subordinate station: their rage soon subsided; and captain Norris, reinstated in the good opinion of all, continued to be employed, during the whole peace, as commander of the Winchester, on the Mediterranean and Newfoundland stations.

After the accession of queen Anne he was made commander of the Orford, of seventy guns, one of the ships employed in the Cadiz expedition\*; during which a circumstance of a serious nature took place; and, had it not been properly accommodated by the kind and immediate interposition of the duke of Ormond, might have been productive of very disagreeable consequences to him. Captain Norris unhappily possessed a natural warmth of temper, which sometimes betrayed him into an extravagance of conduct scarcely to be palliated, and still less defended. On some private dispute with captain Ley, the cause of which we are unable to investigate, Mr. Norris was imprudent enough to draw his sword upon him; and what still, if that were necessary, heightened the outrage, it took place on the quarter-deck of the Royal Sovereign, the very ship Mr. Ley, at that time, commanded, as first captain to sir G. Rooke. For this violent breach of civil decorum and military sub-

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\* On his passage to Cadiz he had the good fortune to take four or five prizes.

ordination,

ordination, he was immediately put under an arrest by the admiral : but owing, as we have already related, to the kind interference of the duke \*, who was particularly attached to him, and his own prudent submission, this troublesome affair was passed over without farther notice ; and the death of captain Ley, which happened very soon afterwards, did not, perhaps, a little contribute to the speedy and peaceable termination of it.

Nothing material happened to him during the remainder of the expedition. In the following year he still continued in the same ship, and accompanied sir C. Shovel to the Mediterranean ; but nothing very worthy of record appears to have particularly marked his service, except his having taken, while on his passage from Falmouth to join the fleet, a French privateer, called the *Philippeaux*, mounting thirty-six guns and twelve patararoes, manned with a chosen crew of two hundred and forty men. This vessel, although so much inferior in force to the *Orford*, did not surrender till after an hour's dispute, in which she had near fifty men killed and wounded : the *Orford* herself having her masts and rigging much shattered, and eight of her crew desperately wounded. In three or four days afterwards he captured a second, of sixteen guns and one hundred and ten men. Being afterwards detached with four ships, by the commander-in-chief, to reconnoitre the harbour of Cadiz, he had sufficient address to procure exact information of the enemy's force, and the disposition of it. On the return of the fleet into the Channel, in the month of November, captain Norris being a-head with the *Warspight* and *Litchfield*, gave chase to and engaged a large French ship of war, called the *Hazard*, carrying fifty-two guns and four hundred men. The enemy made a most resolute defence, not having surrendered till after a running fight of six, or, as some say, nine hours, and being totally disabled in their masts and rigging.

In 1704, he still continued to command the same ship, and was stationed as one of the seconds to sir C. Shovel, in the engagement with the French fleet off Malaga. His gallant behaviour on this occasion laid the foundation

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\* The original letters which passed between the duke of Ormond and sir George, on this very extraordinary occasion, are still preserved.

of that friendship and esteem which ended not but with the life of the latter. In the following year captain Norris was appointed to command the *Britannia* under him, he being made, with the earl of Peterborough, joint-admiral of the fleet sent to the Mediterranean in support of the cause of the arch-duke Charles, and his pretensions to the crown of Spain. He signalised himself so much in the attack of fort Montjuic, that the arch-duke Charles recommended him most warmly to the favour of queen Anne, in a letter purposely written to her on that occasion. The sovereign was not slow in rewarding that merit which had been so conspicuous as to procure this very honourable patronage, for captain Norris having been sent home, in the *Canterbury*, with the news of the surrender of Barcelona, had the honour of knighthood bestowed on him, accompanied by a present of a thousand guineas.

During the year 1706, we have reason to believe him to have been unemployed, as, after the strictest search, we have not been able to find any mention made of him : but on the 10th of March 1706-7, he was promoted to be rear-admiral of the blue. He was appointed to serve in this station, under his old friend sir Cloudesley, who had the Mediterranean command during that year. Sir John hoisted his flag on board the *Torbay*, and fortunately met with a better opportunity of distinguishing himself while employed in this service, than any he had ever before experienced; having the good fortune, as it may always be justly stiled when falling to the lot of a brave man, warmly interested in the welfare of his country, to be detached, by the commander-in-chief, with four British and one Dutch ship of the line, to force the passage of the Var. A detachment of six hundred seamen and marines were collected and put into the boats of the fleet, ready to attempt a landing, as soon as it should be found the ships had made some impression on the enemy by their cannonade.

Sir Cloudesley himself accompanied sir John Norris to the place of action, that he might be the better able to judge of the posture and disposition of the enemy, as well as to seize the first advantage of their confusion, or injudicious conduct. The impression made by the ships was very soon visible;

visible; sir John being ordered to land, and attack the intrenchments in flank, executed this command with so much spirit and good conduct, that the enemy, fearful of being surrounded, and put to the sword, quitted their works with the utmost precipitation. Thus was a service effected, and with the most trivial loss\*, where we had previously expected the most determined opposition.

During the continuance of the siege of Toulon, which followed immediately after, sir John appears to have been one of the principal persons consulted, by the commander-in-chief, as a man in whose sound judgment he placed an unlimited confidence. He returned from the Mediterranean in the month of October following, in company with the rest of the fleet; and had the good fortune to escape, though with some difficulty, the dreadful disaster which befel several of the ships, and among them, that of the commander-in-chief. Soon after his arrival the affair of sir Thomas Hardy, of which notice will be hereafter taken, began to attract much of the public notice. The clamours of the people not being satisfied by the very honourable decision of the court-martial, it was judged proper, for their better satisfaction, to refer it to the opinion of prince George, assisted by six flag-officers. Of this number sir John was one; and their approbation of the acquittal of sir Thomas had sufficient weight with the nation to put a stop to the tide of persecution.

In the month of December he removed his flag into the Exeter; and on the 31st of the same month sailed from Spithead with the Virginia, and other fleets bound to the westward, under his convoy. These, however, he conducted no farther than Plymouth, where, having arrived on the 3d of January, on the 8th he received a commission advancing him to be rear-admiral of the white, as he moreover did a second, on the 26th of the same month, appointing him vice-admiral of the same squadron. He repaired immediately to Portsmouth, where he hoisted his flag on board the Ranelagh, and was appointed to serve in that station, under sir John Leake, on whom the Mediterranean command had been just before conferred. The

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\* Amounting only to ten men, who were drowned in consequence of their too great eagerness in passing the river.

fleet sailed, in the month of March : but nothing occurs, relative to sir John, out of the usual routine of service\*, during the time he was thus employed.

After his return from the Streights he was, on the 21st of December 1708, advanced to be vice-admiral of the red. Early in the following spring he was appointed to command a squadron which it was judged proper to send to the Baltic ; but of so little moment has this expedition been thought, by historians, that none of them, Burchet excepted, appear to have taken the smallest notice even of its equipment. After his return he was, on the 19th of November, promoted to the rank of admiral of the blue. Having been appointed admiral-in-chief in the Mediterranean, at the very beginning of the year 1710, he sailed from Plymouth, with the fleet under his command, on the 10th of January, having the Virginia and West India trade under his convoy, which he was to escort into a safe latitude. He reached Mahon, after a prosperous passage, on the 13th of March ; but little took place, worth commemorating, except the defeat of a descent, attempted by the enemy, on the island of Sardinia, and some actions between single ships and small detachments, which will be hereafter taken notice of with more propriety in the account of those officers who severally commanded them. Sir John did not return to England till the 8th of October 1711 ; and the peace of Utrecht taking place soon after this time, he had no other appointment till after the accession of George the First. The Swedish privateers having for some time disturbed the British commerce, it was deter-

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\* We must except that as the fleet approached Barcelona they fell in with a numerous fleet of Tartans and barks, bound for Peníscola near the mouth of the Ebro, and laden with provisions for the duke of Anjou's army. Through sir John's great activity sixty-nine, or, as some say, a greater number were captured.

In the annals of queen Anne, as well as in Lediard, it is erroneously stated, that sir John was sent to Milan to compliment the queen of Spain. The letters published in Leake's life of sir J. Leake fully prove this to be a mistake : the same historians have also agreed in committing a second error, in asserting that the Dutch vice-admiral, Wafsenæer, was sent to Turin to confer with the duke of Savoy, and to hasten the march of the troops destined for Catalonia. This negotiation was, beyond a doubt, entrusted to sir John Norris, who appears to have acquitted himself with much adroitness and ability.

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mined, in the year 1715, to send a fleet into the Baltic, for the purpose of putting an immediate stop to their insolent depredations. This force, which consisted of eighteen ships of the line, a frigate, and a sloop of war, being completely equipped by the latter end of April, sir John, who had hoisted his flag on board the *Cumberland*, of eighty guns, sailed from the Nore on the 18th of May, having under his convoy a numerous fleet of merchant-ships bound to the northward. He arrived in the Sound on the 10th of June; and before he would proceed to extremities, resolved to try first, what effect remonstrance, and the appearance of his formidable fleet would have, towards procuring some proper satisfaction for the insult offered to the crown of Great Britain, and the real injuries sustained by its subjects.

It is not at all to our purpose to enter into any political discussion of the more forcible and prevalent reasons which are said to have induced the equipment of this fleet. Were the debates on that head to be extended to the utmost length ingenuity could invent, there is one part of the cause of it the most violent party scepticism cannot deny, which is, that the Swedish privateers had, as already stated, committed many depredations on the trade and property of the British; and these, it was absolutely necessary to put an immediate stop to. The only enquiry therefore to be made is, whether the measures taken by sir John for this purpose were mild, and consistent with the clemency of a brave and superior foe; or whether they appeared as the hard inequitable dictates of an imperious nation, embittered by the peremptory, and violent conduct of a commander elated by his superiority, and determined to avail himself, on all occasions, of that advantage?

We have already observed, that immediately on his arrival in the Baltic, sir John endeavoured, as much as was in his power, to prevent the horrors of war, by dispatching a messenger to the court of Stockholm, complaining of the injuries received, and requiring, in as gentle terms as the nature of them would admit, some satisfaction, as well as national security, that such outrages would be in future discountenanced and discontinued. The Swedes prevaricated. Fearful and irresolute, they hesitated to avow any open intention of continuing their prædatory

tory hostilities, and had not at the same time sufficient political honesty to consent to a fair discussion of injuries, and recompense to the party which should be found to be aggrieved. In consequence of this disingenuous behaviour\* sir John was obliged to pursue his instructions and join the squadrons of Russia, Denmark, and Holland. That of Russia was commanded, in person, by the Czar, well known in Europe by the distinguishing appellation of Peter the Great. In compliment to his high dignity, it was agreed that he should have the chief command of the whole; that sir John, with the English squadron, should have the van; the Danes, under the count Gueldenlew, the rear; and that the Dutch, joined by five English ships of war, should take the charge of escorting, to their several places of destination, the trade of all the allied powers.

These spirited as well as prudent measures completely intimidated the Swedes, who being too wise to risk destruction, by venturing out in the face of so many powerful foes, were content to owe their safety to the protection of the forts and batteries which defended their harbours, and the year quietly passed on without any other appearance of warfare than what was naturally induced by the sight of so many powerful squadrons. Sir John returned to England in the beginning of December, having first taken the precaution to leave commodore Cleland behind, in the Baltic, with a squadron of seven ships of war, that he might take, in conjunction with the other allied powers, every necessary step for the future protection of commerce †.

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\* "The Swedes continuing to seize all the British ships they could meet with, and the king of Sweden having ordered it to be signified to sir John Norris, who was then with a squadron of men of war in the Baltic, that in case he joined the Czarist and Danish fleet, he would cause all the effects belonging to the subjects of Great Britain, in his dominions, to be seized and confiscated. These menaces and provocations were at length justly resented; and about this time orders sent, to sir John Norris, to join the confederate fleet."

Lediard, page 869.

† For the naval operations of the ensuing year, and the event of of this dispute, see the life of sir George Byng, page 206. Campbell makes the following quaint though just remark, "When the commerce of Britain suffers, a British fleet is the most effectual remedy that can be applied."

In the year 1717 the fleet, destined for the same service as in the preceding, was put under the command of sir George Byng; and sir John Norris was appointed to serve, in a civil capacity, as envoy extraordinary and minister plenipotentiary to the Czar of Muscovy. Nothing, perhaps, could have been more agreeable than this appointment to Peter, who always preferred the character of a naval commander, particularly of so brave a one as sir John, to that of the most consummate politician in the universe. From this trait we expect, as a natural consequence, that cordial intercourse which never fails to take place between two persons of the same turn of mind. That consideration probably influenced the choice; and the personal friendship which ever afterwards subsisted between the parties sufficiently proved the wisdom of it.

After sir John's return from this embassy he was, on the 19th of March 1717-18, appointed one of the commissioners for executing the office of lord high admiral; a station he enjoyed, and with the most unblemished reputation, till the 19th of May 1730. In the beginning of April he was re-appointed to the command of the fleet, which the known restless temper of Charles the Twelfth, of Sweden, had forced Britain into the annual custom of sending into the Baltic. Having hoisted his flag on board his old ship, the Cumberland, he sailed from the Nore on the 28th, his force consisting of nine ships of two decks, a fire-ship, and a bomb-ketch, which were afterwards to be joined by some trifling reinforcements. The operations and event of the naval campaign of this year differed nothing from those of the two which had preceded; the Swedes retiring to their harbours without waiting the attack: and that which should have been the scene of hostilities, enjoying a tranquillity very different from a state of a warfare. At length, the season being too far advanced for any farther operations in so cold and inhospitable climate, sir John sailed for England on the 29th of October; and, as it is shrewdly observed, by many historians, this northern war soon after ended with the death of Charles the Twelfth, who was killed at the siege of Frederics-hall, in Norway, on the 30th of November following.

In the ensuing spring sir John was again called into service in consequence of the unusual warlike preparations  
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of Spain, and an apprehension, very justly founded, that she was, at that very time, meditating an invasion of Great Britain in favour of the Pretender. He sailed from Spithead on the 11th of March, having under his command five two-decked ships and two frigates; and being joined on the following day by a fifty gun-ship and a frigate, proceeded, according to his instructions, to cruise at the entrance of the Channel, in hopes of intercepting a Spanish squadron of five ships of war which were to convoy a fleet of forty transports, with troops, warlike stores, spare arms, and one million pieces of eight, all destined for the expedition just mentioned. On the 30th of the same month sir John was joined, by the earl of Berkeley, with seven more ships of war. The earl, after having detached vice-admiral Mighels, to the coast of Galicia for intelligence, returned, on the 4th of April, into the Channel, as sir John did very soon afterwards, information being received that the Spanish armament had been completely dispersed, in a gale of wind, off cape Finisterre; and that the principal part had, with much difficulty and damage, put back into the Spanish ports.

This cloud of war had scarcely passed over when a fresh one arose, from a quarter little expected. The animosity of sir John's Imperial friend, and former commander, Peter, had not abated on the death of that antagonist, with whom, what had been a public dispute in the beginning, afterwards almost degenerated into a private hatred. The fall of Charles the Twelfth appeared not the anger of the vindictive and ambitious Peter, who, in all the extacy of barbarity, elated by conquest, flattered himself with the hope of adding Sweden to his own dominions, as a recompense for the trouble and anxiety its restless turbulent monarch had formerly occasioned him. This arbitrary and oppressive attempt the equitable spirit of the British court would by no means permit. Sir John, therefore, preparing to enter the lists of naval combat against the man whom he formerly instructed, at the time he had, through delicacy and compliment, nominally served under him, again hoisted his flag, as commander-in-chief in the Baltic, on board the Cumberland. His force was to have consisted of thirteen ships of the line, with six frigates and small vessels. But several delays taking place in the  
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equipment, he did not sail from the Downs till the 10th of June, and then with only eight ships; nor does it appear whether, and when the remainder of his force joined him.

He arrived at Copenhagen in the month of June; and after some time fruitlessly spent in endeavouring to accommodate the national difference without proceeding to extremities, sailed to Carlscron to join the Swedish fleet. This being effected, the confederates arrived at Dahlen, near Stockholm, on the 10th of September. Sir John had there the honour of entertaining, on board his ship, the queen of Sweden, together with the prince of Hesse Cassel, and all the principal officers of the court. The year passed on, as was customary in the Baltic, without any action; for the Czar, who had before the arrival of the British fleet ravaged the coast of Sweden, according to his usual barbarous method of carrying on war, no sooner heard of its approach, than he thought it most prudent to retire to the harbour of Revel, and shrink from a contest to which he must know his fleet, the political idol of his heart, was unequal. On the approach of winter sir John prepared to return to England: he accordingly set sail from Elsinour on the 27th of October, and arrived at Copenhagen on the 6th of November. He was there received with the greatest cordiality and respect by the king of Denmark, notwithstanding the difference which still continued to subsist between him, and the court of Sweden. This sir John took all possible pains to accommodate, by representing, in the most impressive terms, to the king, that no person could profess a more real and sincere desire to make peace, on what could be thought reasonable terms, with his majesty, than did the queen of Sweden. The king, perfectly satisfied with the admiral's honourable conduct through the whole of this service, paid him every possible mark of distinction and respect. He sailed from Copenhagen on the 12th of November; and after having, during his passage, encountered a most dreadful storm, which happily, however, did no other mischief, than that of slightly damaging some of his ships, arrived safe at the Nore the latter end of the same month.

The peace not being yet established, sir John, re-appointed to his former command, sailed for the Baltic

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the 16th of April, having hoisted his flag on board the *Sandwich*, of ninety guns. His force was much more formidable than it had ever hitherto been, consisting of no less than twenty ships of the line, four frigates, two bomb-ketches, and two fireships. The Czar had now a fresh pretence, of itself quite sufficient to instigate a turbulent prince to continue, or even declare war. The Swedes, at the instance of the queen, had elected the prince of Hesse, her consort, to be their sovereign; by which measure they had effected an alteration in their form of government, and converted an hereditary into an elective sovereignty. This, though indeed an exclusion of the natural heir to the crown, the young duke of Holstein, the queen's nephew, was an affair which concerning only their internal polity, no foreign power could have a proper right to interfere in. Nevertheless, the Czar, espousing the hereditary right, prepared for war with more than usual vigour, threatening Sweden with all those horrors which he well knew how to inflict on those who were in his power, unless the senate would reverse their own act, and place the duke on the throne. In case of their compliance his Imperial majesty promised to give his daughter in marriage to the young king, with *all those provinces which he had formerly conquered from Sweden as a dowry.*

To counteract this *gracisus* interference and *liberal* offer, and to preserve to Sweden the right of appointing their own sovereign, was the object of this armament. Having arrived in the Baltic the beginning of May, it was there joined by a squadron of Swedish ships; and on the twenty-fourth of the same month, by a second reinforcement of seven sail of the line, under the command of admiral Wachmeister. The operations of this year were not at all more interesting than those of the preceding. The very appearance of the British fleet being sufficient to restrain the intemperate fury of the Czar from venting itself on the otherwise almost defenceless coasts of Sweden.

Sir John's representations to the king of Denmark in the former year, already taken notice of, contributed probably to accelerate a treaty of peace, which was happily concluded with Sweden in the present. Both  
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the monarchs appear to have been equally well-pleased at this termination of the dispute. The king of Sweden was entertained by sir John on board his ship; when his majesty took occasion to express himself, in the highest terms of regard and affection to him. The British fleet returned home in the month of November, and experienced in its passage, as it had in the last year, a most violent storm, and with more loss; for the Monk, of fifty guns, was driven ashore and totally lost.

The Czar still refusing to consent to the peace of northern Europe, it was once more judged necessary to equip a fleet, under sir John's command, for the Baltic. Its force was nearly the same it had been in the preceding year, consisting of twenty-one ships of the line, with seven smaller vessels; and its operations were equally uninteresting. The squadron being completely ready for sea in the month of March, sir John sailed from the Nore on the 13th of April; and having arrived in safety in the Baltic, was joined by the Swedish squadron, as was customary. Peter finding it in vain to persist any longer to persecute a people too powerfully supported for him to effect the conquest of, at last consented to listen to that voice of reason, he had been so long deaf to. The negotiations were finally concluded, by the peace signed at Niestadt, on the 31st of August, under the successful mediation of Britain.

Matters being at last brought to this favourable crisis, to which, indeed, the presence of sir John, and the fleet under his orders not a little contributed, he returned to England in the month of October: and peace being completely established, sir John had the satisfaction of enjoying, in a most honourable retirement, that reputation he had so justly acquired. We do not find, except in 1723 when he had the honour of convoying king George the First from Helvoetsluys to England, that he held any other command after this time till the year 1727, when the apprehension of an attack meditated on Sweden, by the Czarina, made it once more expedient to send a squadron into the Baltic. It consisted of twelve ships of the line, with five frigates and smaller vessels. He sailed from the Nore the latter end of April, and anchored in the road of Copenhagen on the 12th of May. Its appear-

ance produced the same effect which it always had on former occasions; and Sweden remained unattacked because she was protected by Britain.

In consequence of a new civil arrangement sir John quitted, in the year 1730, the office of commissioner of the admiralty, which he had held for a series of years, and it is a sufficient eulogium on his general conduct to add, as we justly can, without incurring censure, or even exciting a murmur. From this time, till the year 1735, he again enjoyed a temporary relaxation from the fatigues of service. A dispute having then arisen between the crowns of Spain and Portugal, and the latter applying to Britain for protection, admiral Norris, who had, during his retirement, been, on the 20th of January 1732, advanced to be admiral of the white, was appointed to command a formidable fleet, with which he sailed soon afterwards for Lisbon. His arrival there was regarded by the people as a certain deliverance: and it now produced, in a southern clime, the same effect which we have already seen it did in the north: the storm of war instantly breaking away, the fleet returned and was dismantled. On this occasion the British admiral might, with some truth, vie with the Roman general, who is said to have finished a war in seventeen days, after he had taken upon him the command. In after ages many truly brilliant exploits of the present day may probably eclipse, in fame, those of antiquity which are now most celebrated.

The repeated injuries and provocation offered by the Spaniards, the many depredations and piratical seizures made by their guarda costas, at length, roused the indignation and fury of the whole British nation, notwithstanding the very pacific disposition of the minister, who found, in the year 1739, that however he himself might deprecate the event, war was at last become inevitable. Sir John, who, during the month of April in that year, was appointed vice-admiral of Great Britain, was again called into service as admiral and commander in chief of the fleet. The preparations for war were continued during the winter and ensuing spring; but the ships destined for the Channel were not completely fitted and collected till the latter end of June. At last, on the 23d of July,

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admiral Norris, having under his command vice-admiral Cavendish and sir Chaloner Ogle, with twenty-one ships of the line, put to sea merely with intention to cruise in the bay of Biscay. Contrary winds and tempestuous weather prevented them from clearing the Channel, although the greatest exertions were made to effect that purpose: and they were finally compelled to put into Torbay about the latter end of August. They afterwards returned into port for the winter.

The eyes of the whole nation were turned, as it were with one accord, on the sailing of this fleet. Each politician formed to himself his own opinion as to its particular destination; but all were unanimous in agreeing, that some great stroke was to be attempted against the enemy. No nation perhaps in the Universe is fonder of encouraging the belief of a mystery than Britain. The people imagined the destination of this fleet was a profound secret because ministers were silent on this subject; having, in reality, no other plan in view than a general one of cruising against the enemy: even this was frustrated by the weather: and the disappointment of the multitude, who had, perhaps, flattered themselves with the hope of seeing at least half the Spanish navy brought triumphant into port, could find no other relief than by venting itself, in fruitless and unjust murmurs, both against the commanders, and ministers themselves.

Sir John, notwithstanding this supposed ill-success and the clamour which pursued it, had too much magnanimity to shrink from a service where the want of effecting impossibilities might, in all probability, render him what is called unpopular, and hazard the destruction of that honest fame he had before deservedly acquired. He retained his former command during the ensuing year; and was equally incapable of achieving any thing worthy to be commemorated in the page of history\*. He sailed from Spithead, having hoisted his flag on board the Victory on the 16th of July, with a squadron of sixteen ships of the line and a few frigates: yet it was expected that with this

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\* The only service that appears to have been effected by any part of this squadron is, that the Argyle, commanded by captain Harrison, captured five prizes in the bay of Rodondello.

force, which was very far from formidable, he should have annihilated the Spanish navy, and destroyed every town upon their coast. Campbell, who on other occasions is very fond of condemning particular persons for making war on the defenceless, and bringing misery on those who are not actually in arms, is incautious enough, on this occasion, to say, "that with this *formidable* fleet sir John might, with the utmost facility, have injured the enemy most essentially, *by ravaging their coasts* and destroying their maritime towns, which were *almost totally defenceless*." The real fact, however, is, that all such towns, worthy the attention of a national attack, were too well fortified and garrisoned to fear the assault of a fleet double in point of force to that commanded by him, especially unsupported as he was by a body of troops and every other species of equipment necessary for such an operation. As for such towns as Campbell describes totally defenceless, they were, either on the score of private emolument or public advantage, beneath the notice of half a dozen sloop of war, or as many privateers.

The fleet certainly returned into port without effecting any thing; and it is as certain the people were very much dissatisfied at it: but they judged without understanding the case, and condemned because they did not understand it. The character of the admiral, in point of spirit and zeal for the service, stood far too high to render an attack upon it, on that ground, prudent or safe. The battery of clamour was, of course, obliged to be changed; and when on reflection, and by comparing the admiral's former conduct with their present accusation, they found, to their confusion, the two would by no means tally, they were compelled ingeniously to suggest, that the admiral *would have done something, had he not been restrained by private instructions from home*. Having established, by this kind of logic, that those instructions *did exist*, and laid, as they thought, some basis for the wonderful fabric of calumny, they proceeded sarcastically to observe, admitting as they were, perhaps, reluctantly compelled to do, the commander in question possessed both abilities and resolution, *that these qualifications were not sufficient to complete the character of a naval commander. Probity must be an indispensable ingredient; and the man who accepts a command*

*under ignominious restrictions, merits the obloquy which posterity will never fail to bestow.*

To this we may, without much difficulty, assent, where those restrictions, if ever, were laid, which, in the present instance, we positively deny to have been the case. The object of the equipment of the fleet, and its subsequent cruise, were precisely the same as in the former year: its ill-success also was the same: and sir John had the misfortune to be condemned for *obeying* instructions\* which were never imposed, and not capturing fleets which he never met with.

The fleet having been in port and obtained a recruit of fresh water and provisions, sir John put to sea, a second time, on the 12th of October, with a squadron of ten ships; and returned with as little good fortune as on the former occasions. In 1743 he was appointed *admiral of the fleet*, the highest rank in the service; and is frequently misnamed, by historians and others, admiral of the red. But so little consequential was the service in which the fleet was employed, that no notice is taken even of its having ever gone out of harbour.

In 1744 the court of France, which had been long meditating an attack on Britain, and had actually prepared a fleet in the Mediterranean to join that of Spain, had formed another scheme to distract the measures of government, by espousing the cause of the Pretender, and landing him in Scotland at the head of a very formidable army. The greatest preparations were made at Dunkirk to support this project; and at Brest, a fleet, consisting of twenty-three ships of war, was equipped and put under the command of M. de'Rouquesville, who was to escort the troops and cover their landing. These mighty and truly alarming preparations were no sooner known in England, than a fleet of twenty-nine ships of the line was with the utmost dispatch collected, and the command given to sir John.

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\* Those who imagine every fleet that is equipped, is destined for some particular service, can have but little considered the general events of war, or the circumstances under which they were produced. Fleets are as often sent to sea without any immediate object of attack in view, and merely for the purpose of keeping the enemy in cheque, as they are for that of carrying into execution any decisive or particular stroke.

The French armament entered the Channel on the 3d of February; and having to contend with a contrary wind, at times blowing very hard, it was the 17th before it could work up as high as the Isle of Wight. Sir John had sailed for the Downs three days before: and a light frigate, which the French admiral had dispatched to reconnoitre, seeing no ships at Spithead, it was immediately concluded, by the enemy, that the same tempestuous weather which had so long retarded their passage up Channel, had also compelled the English fleet to return into harbour. Under this delusive hope they pushed on. Four ships of war were dispatched for Dunkirk to hasten the embarkation of the troops; and on the 22d, at night, the whole fleet came to an anchor off Dungeness.

On the 24th, in the morning, their look-out frigate a-head made the signal for a large fleet, which was soon found, to their utmost surprize, to be that of the British, under sir John Norris, tiding it round the Foreland. He had been joined by several ships from Chatham, and was now superior in strength to the enemy.

The tide turning, sir John was obliged to come to an anchor two leagues from the enemy, who were in the utmost confusion. The French admiral immediately called a council of war; in which it was, without hesitation, resolved\*, to make the best of their way back to Brest. It was at this time a dead calm, a continuance of which would have proved their destruction: but on the turn of the tide the wind freshened, and soon encreased even to a tempest; so that by the next morning they had got the length of Portland, where a thick fog arising, their whole fleet was dispersed, and got back into port with much difficulty, in a very distressed and shattered condition. Sir John, disappointed in his hope of destroying this formidable armament, which had been so short a time before the terror of the multitude, returned to his station,

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\* The orders issued by the French admiral, in consequence of it, were, "to avoid an engagement by weighing their anchors apeak, at sunset, and so remain till the tide made at seven o'clock; when the admiral should get up his usual lights and get under sail. By his firing a gun each ship should get under sail, and doubling the point of the bay to the westward, get out to sea and make the best of their way back to Brest without any regard to the line of battle."

in the Downs, on the 27th, for the purpose of blocking up the port of Dunkirk, having first detached sir Charles Hardy, with all the three decked ships, for Portsmouth.

This we believe to have been the last time he ever was at sea. He had been in service, and almost constantly so, sixty years. Age and infirmities rendered retirement necessary; but he had not long the happiness of enjoying it, as he died on the 19th of July 1749\*.

Although many may have had the good fortune to acquire a greater share of popular applause, none have had a nobler and juster claim to public gratitude than this brave and able commander; or have been more truly entitled to the compassion of those who are capable of feeling for that degree of misfortune which rarely failed to attend him through life. Seamen, who are, as a body of people, in all probability the most superstitious in the world, constantly foretold a storm whenever sir John put to sea. The frequent accidents which befel the ships and squadrons under his command, the misfortunes which attended him, and which being inflicted merely by the hand of heaven, could not be warded off by any human prudence or sagacity, procured him the whimsical appellation of *foul-weather jack*; by which foster name he was, perhaps, better known in the service than by his own proper title and title. In reviewing his public life and conduct, we cannot find a single point in which he appears liable to censure: and were we to say no more, this would, perhaps, be a sufficient degree of applause to acquire him the admiration of all considerate men. Let those, if any, who think otherwise, reflect, for a moment, on the difficulties which must have surrounded a man acting in a public capacity for sixty years; let them recollect those accidents which daily baffle the most prudent and best-founded systems; let them not forget, that public envy and personal malice are perpetually on the watch to depreciate renown and victory itself; and let them then decide, whether to die unaccused is not to have always lived worthy of applause.

The incidents of war for the space of forty years succeeding the battle of Malaga, in 1704, were totally unin-

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\* His daughter, Lucy, was married, in October 1726, to sir Gerald Aylmer.

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teresting in the scale of grand operation: in such alone are we to look for those brilliant achievements which high-sounding fame delights in publishing to the world, and preserving to our memories. These having failed, the voice of envy never ceasing to demand what could not exist, imposes herself, at last, on the world, for that candour and justice which forbid us to bestow honours which have not been truly earned. That courage and spirit of enterprize which he so frequently and happily displayed, when in the station of a private commander, would certainly have borne him through the most arduous and difficult undertakings, when moving in the most elevated sphere. And no reasonable man can doubt, but that the same glory which is so justly attached to the characters of Russel or Rooke, would have been acquired by Norris, had he been fortunate enough to have experienced the same opportunity.

In the less dazzling duties of his profession, which were all that fortune put in his power to exercise, no man could be more assiduous. When commander-in-chief in the Baltic he used every possible means to procure to his country a complete knowledge of that dangerous and intricate navigation\*, which was, till his time, much feared, as being little understood. His abilities as a negotiator were never disputed, because in that line of service he was always most successful. His temper as a commander, armed with powers either to enforce commands or accept submission, were such as entitled him to the praise even of those against whom he served: so that among all his enemies, he had at least the satisfaction of knowing there were none who could, with propriety, openly rank themselves under so despicable a banner.

OAKLEY, Edward,—was appointed lieutenant of the John and Francis fireship, by prince Rupert, in the year 1672. After which time we hear nothing of him till we

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\* He took uncommon pains to compile an accurate draught of that sea, by causing all officers under him to make every remark and observation in their power. This conduct laid the foundation of that more enlarged and general knowledge, which has at last rendered the navigation of the Baltic little less difficult than that of the Thames.

find him, on the 22d of October 1690, appointed commander of the *Guernsey*, of twenty-eight guns. He continued in this ship till the time of his death, which happened on the 20th of September 1693, he being at that time in the *West Indies* under the command of sir Francis Wheeler.

**POMEROY, George**,—was appointed first lieutenant of the *Greenwich* on the 1st of December 1688. Having continued to serve in this station on board various ships, with distinguished reputation, till the 24th of June 1690, he was then promoted to the command of the *Rupert*, a third rate. This advancement he did not long survive; and proved, by his very gallant conduct on the 30th of the same month, how well he had deserved it. In the action with the French off *Beachy Head*, on that day, he was grievously wounded; and died in consequence on the 10th of July following.

**POTTINGER, Edward**,—was made captain of the *Dartmouth* on the 19th of March 1690. This frigate was stationed as a cruiser, off the western coast of Scotland; to prevent the introduction of any supplies for the service of the late king James's party, then in arms in that country. A violent storm, on the 9th of October following, forced her from her anchors, and drove her on a rock in the sound of the *Isle of Mull*. The vessel was totally lost; and, to add to this disaster, the captain as well as the principal part of the crew were unfortunately drowned.

**SAUNDERS, Humphrey**.—The first information we have of this gentleman is, his being appointed, on the 25th of July 1690, captain of the *Modena* hired ship of war. In 1693 we find him commanding the *Sterling Castle*, of seventy guns, one of the ships attached to the main fleet. In such a station very little interesting information is to be expected, except by the intervention of some extraordinary fortuitous event, which in this instance did not take place. His name does not again occur as ever having held any command after this time. In 1707 he was put on the superannuated list with a pension of 182l. 10s. per annum, which he enjoyed during his life. He died on the 4th of January 1725.

**STAGGINS,**

**STAGGINS, Charles**, or, as some say, Barnabas,—was appointed first lieutenant of the *Tyger Prize*, by admiral Herbert, commander-in-chief in the *Streights*, on the 1st of August 1682. On the 21st of May 1688, he was made first lieutenant of the *Jersey*; and, on the 3d of September following, of the *Rupert*. On the 22d of February 1690, he was promoted to the command of the *Greyhound*. In this vessel he had the misfortune to be taken, by the French, in the month of July 1691; and died in a day or two after he was made prisoner, in consequence of the wounds he received when that unfortunate event took place.

**SYMONDS, Thomas**,—was, on the 31st of August 1690, made commander of the *Vulture* fireship. In 1693 he was captain of the *Speedwell* fireship, one of the vessels sent out, under Sir George Rooke, as convoy to the *Smyrna* fleet. After his return from this unfortunate expedition he was promoted to the *Hampshire* and sent to the *West Indies*, where he unhappily died on the 6th of October 1694.

**TOWNSEND, Isaac**,—was appointed second lieutenant of the *Bristol* on the 11th of May 1687. He was removed into the same station on board the *Mary*, on the 28th of the same month in the following year; and, on the 30th of September following, was advanced to be first lieutenant of the same ship. He was promoted to the command of the *Roebuck* fireship on the 11th of April 1690: in 1692 he was promoted to the *Forefight*, of forty-two guns; and sent out in the following year as convoy to the *Virginia* fleet. On his return from this service he was stationed for some time as a cruiser\*, and afterwards advanced to be captain of the *Ipswich*, one of the ships attached to the main fleet. In this command we believe he continued till after the peace at *Ryswic*. During the cessation of hostilities he appears to have been constantly in some command. After the accession of

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\* In this service he met with good success, having, besides other strokes of fortune, which his gallantry and conduct knew well how to improve, taken or destroyed eleven or twelve vessels laden with corn, in the month of May 1694, notwithstanding they were protected by seven frigates, one of which mounted forty guns; and the force under captain Townsend consisted, exclusive of his own ship, only of one armed ship and four privateers.



queen Anne he was made captain of the *Ruffel*, of eighty guns; and sent, in 1703, to the Mediterranean, with the fleet under the orders of sir Cloudefley Shovel\*. After he quitted the command of this ship he retired from the service, being appointed commissioner of the navy resident at Portsmouth, in the year 1705.

In 1713, probably on account of some political party dispute, he was superseded, and appointed an extra-commissioner of the navy; but restored in the following year to his office, which he retained till the year 1729†. Being then in a very advanced age and incapable of undergoing the fatigues of his office, he retired on a pension, and a second appointment, to be extra-commissioner of the navy; these he did not long enjoy, dying on the 26th of May 1731.

URRY, Thomas,—was appointed commander of the *Wolf* fireship on the 18th of April 1690. He continued many years in the same line of service. In 1692 he was removed into the *Strombolo*, one of the fireships attached to the main fleet, with which he served two or three years. After this time we hear nothing of him, except that he died, in the year 1699, commander of the *Margate* frigate.

VAUGHAN, Roger,—was appointed lieutenant of the *Loyal Subject* as far back as the year 1665. We know not of his having received any other commission till the 6th of September 1688, when he was appointed to the same station on board the *Greenwich*. He was promoted to the command of the *Richmond* frigate on the 23d of October 1690. In 1692 he was captain of the *Milford*, of thirty-two guns, employed, during this year and the next, as a cruising frigate. Early in the year 1694 he was promoted to the *Dartmouth* of forty guns; and still continued to be employed in the same species of service.

Early in the month of February 1694-5, still continuing in the same command, he had the misfortune to fall in with two very large French frigates, carrying forty guns

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\* He very narrowly escaped destruction in the great storm, being driven over to the coast of Holland, and having experienced much distress.

† During this time, we believe about the year 1723, he received the honour of knighthood.

and two hundred and fifty men each. The action commenced about six o'clock in the morning on the 4th, and was maintained, with the greatest spirit and bravery, till noon. The Dartmouth was then compelled to surrender, after having just before lost her brave commander. The ship was reduced to a mere wreck, had lost her main and mizen-masts, and was withal so much damaged in the hull as to be scarcely able to swim: nor is this to be wondered at, when we reflect the force of the enemy was double her own.

VICKARS, William,—was appointed, on the 31st of March 1690, commander of the Dolphin fireship. In the following year he was promoted to the James galley, of thirty guns. Having, in the year 1692, being advanced to the command of the Dragon, a large fifth rate, he was sent, early in 1693, under the command of sir F. Wheeler, to the West Indies. Remaining on that station after the return of the commander-in-chief, he died there on the 25th of November in the following year.

WALFORD, John.—Little have we to relate of this gentleman, he having been only appointed a captain, on the 21st of July 1690, as commander of the Roebuck fireship; and dying on the 29th of August following.

WEIGHMAN, Frederick, — was appointed commander of the Spy fireship on the 5th of April 1690. In 1692 he was advanced to be captain of a frigate of thirty guns, called the Play Prize, and was principally employed in convoying, from port to port, the small fleets of coasters and transports. Having been unhappily guilty of some neglect of duty, he was brought to a court-martial on the 18th of August 1694, and fined all the pay then due to him. We believe this sentence was afterwards thought too severe, as we find him almost instantly recalled to the service, and appointed, on the 10th of December, to the Colchester, a new fourth rate just launched. He was soon after sent in this vessel to the West Indies, where he died on the 26th of February 1696-7.

WHITAKER, sir Edward.—Of the early part of this gentleman's service we have no account. Our first intelligence concerning him is, that he was appointed lieutenant of the Swallow on the 16th of October 1688; and promoted, by lord Dartmouth, to be first lieutenant of the Mary

Mary on the 28th of December following. Having served some time in this station he was advanced to be commander of the *Dover*, of forty-four guns, on the 15th of May 1690. During the time he was captain of this ship he appears to have been principally employed as a cruiser in the Channel. The activity he displayed while thus employed met with almost uncommon, though not unmerited success. In the month of February 1690-1, being then in company with the *Montague*, commanded by captain Foulkes, he captured, after a chase of thirteen hours, a very fine privateer of twenty-four guns, just fitted out from Brest; as he afterwards did several of inferior force. He was, moreover, particularly fortunate in making prize of several of the enemy's merchant-ships, and in rescuing others belonging to the allied powers, which had unluckily fallen into the enemy's hands. Still continuing in the same ship, in the month of January 1692-3, he assisted captain Mees, of the *York*, in capturing two large privateers, one mounting twenty, the other sixteen guns. Just before this success, he had while alone, the good fortune to take one belonging to St. Maloe's, called the *Waking Lyon*, which mounted fourteen guns.

This diligence, and, what was still more, the success with which it was crowned, added to an high reputation which he had acquired for nautical skill, recommended him so much to the notice of his superiors in command, that, in the beginning of the year 1693, he was appointed captain of the *Royal Sovereign*, under Mr. Aylmer, who hoisted his flag on board that ship as rear-admiral of the red. It is most probable he continued in this station during the following year, when the fleet was in the Mediterranean under the command of Russel, for we do not find any mention made of him at home, which it is natural to suppose would have been the case of a man of his active disposition. In 1695, and the beginning of the next year, he commanded, first the *Elizabeth* and afterwards the *Monk*; but without having the good fortune to achieve any thing worthy commemorating in either,

Soon after this time he removed into the *Victory*, a first rate, as captain to sir C. Shovel, at that time vice-admiral  
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of the red. The peace at Ryfwic taking place in the following year, no mention is made of captain Whitaker till after the accession of queen Anne\*, when he was appointed to command the Dorsetshire, of eighty guns. This ship was one of the squadron sent out, under sir C. Shovel, to reinforce sir George Rooke at Vigo: but that valuable conquest being achieved before Shovel's arrival, Mr. Whitaker was only a silent spectator of what had been done. In the following year he accompanied sir Cloudefley to the Mediterranean; in which service the only point to be recorded is, is having been thus employed. He very narrowly escaped destruction in that tremendous hurricane known by the name of the Great Storm. His ship, the Dorsetshire, having struck thrice on the Galloper. It afterwards got off, fortunately, without sustaining much damage; and, after having been driven about for a fortnight, in very bad weather, at last got safe into the Nore.

The year 1704 is productive of matters much more interesting. Captain Whitaker, who still continued to command the Dorsetshire, was stationed in the line as one of the seconds to sir George Byng; and being one of the commanders detached to assault Gibraltar, appears to have very eminently distinguished himself, and much contributed to the reduction of that important place†. At the battle

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\* Except that, in 1701, he was appointed master-attendant of Woolwich yard; he, however, held this office a few months only.

† The following letter was written by him, on this occasion, to sir Richard Haddock. As a curious and original record of the great event it is printed verbatim, and may serve to shew how well the account given by historians agrees with the real fact.

“ On board his majesties ship Dorsetshire, in Gibraltar bay, July the 29th, 1704.

“ Sir,

“ I here give you an account of our good success, especially what has related to my own particular part. July 21st we anchored here in the bay, and about 4 in the afternoon landed about 2000 marines, Dutch and all. I commanded the landing with 3 captains more, all wch was don with little opposition. About 40 horse came downe from ye towne, wch was all: and thay run away soe soon as our guns began to play upon them. We landed about 2 miles from ye town, in ye bay, and marched directly to the foot of the hill, where thay  
- posted

battle off Malaga he was equally fortunate: but from this time to the year 1706 there is a wonderful breach in our infor-

posted themselves within the muskett shott of the gates, to cutt off all manner of communication from the land. We hove into y<sup>e</sup> towne this evening about 17 shells; and the prince of Hesse landed with us and immediately sent in a summons to the governor, to w<sup>ch</sup> he did not return any answer till the next morning; and then the governor said he would defend the towne to the last. Then adm<sup>l</sup> Byng, who commanded the cannonading, began to draw up all his ships in a line before the towne, but it proving little wind could not get in w<sup>th</sup> them all, so that we did little this day. There was 3 small ships in the old mold, one of which annoyed our camp by firing amongst them. One having about 10 guns, lying close in the mold, and just under a great bastion at the north corner of the towne, I proposd to sir George the burning her in the night. He liked itt: accordingly ordered what boats I would have to my assistance: and about 12 at night I did itt effectually, w<sup>th</sup> the loss of but 1 man, and 5 or 6 wounded.

" July 23. At 4 this morning adm<sup>l</sup> Byng began w<sup>th</sup> his ships to cannonade, a Dutch rear-adm<sup>l</sup> and 5 or 6 ships of thairs along w<sup>th</sup> him, w<sup>ch</sup> made a noble noise, being within half shott of the town. My ship not being upon service, I desired sir George to make me his *adjucon*, to carry his commands, from tyme to tyme, to adm<sup>l</sup> Byng; which he did accordingly; and after about 2 hours continued firing, sent me w<sup>th</sup> orders to forbear. Upon this I went to every ship in the line with this orders: and coming on board captain Jumper, in the Lenox, found him extraordinary well posted, and w<sup>th</sup> a musket shott of y<sup>e</sup> new mold head; and had beat them all out of the battery, and off the mold; so that I believed we might attack it with our boats. I went immediately and acquainted adm<sup>l</sup> Byng w<sup>th</sup> it, who ordered all y<sup>e</sup> boats to be manned and armed. From him I went to sir George, and gave him my oppinion that the mold might be attacked. He immediately made the signal for all the boats in the fleet, and gave me y<sup>e</sup> command of y<sup>e</sup> attacke, w<sup>th</sup> 3 or 4 captaines along w<sup>th</sup> me. I made all the hast I could, with orders to adm<sup>l</sup> Byng to send me accordingly: but some of the boats got ashore, with little or no opposition, before I could reach them. Several of our men got into y<sup>e</sup> tastle, upon which it blew up. We had killed betw <sup>40 and 50 men, (most of all y<sup>e</sup> boats that landed first were sunk) about 100 or two wounded; upon w<sup>ch</sup> all y<sup>e</sup> remained came running down and leaped into y<sup>e</sup> water, being so mightely surprized. I landed within a minute after y<sup>e</sup> accident and rallied our men. We went over a breach in y<sup>e</sup> wall, but one at a time, and took possession of the hill. I immediately sent capt. Roffy, and capt. Acton, with about 40 and 50 men, to take possession of a bastion of 8 guns, within less than half-muskett shott of the town wall, and there we pitched our colours. Soon after adm<sup>l</sup> Byng came ashore to me, and sent a drummer w<sup>th</sup> a summons; who returned in about 2 hours w<sup>th</sup> a letter in answer, that they would surrender the next day; which thay accordingly did. I believe</sup>

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information relative to him. We know him, indeed, to have received the honour of knighthood; and to have been promoted to the rank of rear-admiral of the blue towards the latter end of the year 1705, or the beginning of the year ensuing; but nothing is to be met with which can authorize us to assert on what particular service or station he was employed.

His first appointment, as a flag officer, as far as we have been able to learn, was to command a small squadron, in the month of April 1706, which convoyed the duke of Marlborough to Holland. He continued in the Channel during the remainder of this year; and, perhaps, none, during a war, was ever more barren of incident, except that which ensued. The Mediterranean and the West Indies were become the only theatres of warlike contest; and those who were not employed on them might have almost fancied their country in a state of profound peace.

I had with me, at the first onset, between two and three hundred men; but we grew in a very little tyme to neare 1000. This was the manner we took Gibraltar, wch I hope we shall maintain. I hope, sir, you'll excuse this trouble I give; but believe that every boddy will right att this tyme, upon this occasion. I could not forbear giving my very good friend, sir Richard, this particular acct of y<sup>e</sup> whole matter; which I don't doubt but capt. Haddocke will give much y<sup>e</sup> same account. Pray please to favour my spouse with a line or two, fearing mine should miscarry. My most humble service to my good lady and all y<sup>e</sup> good family. I beg you'll make use of this as funn as you shall think fitt, it being a true account of the whole matter.

" I am,

" Your most hartly humble servant, and

" kinsman to serve,

" whilst

" EDWARD WHITAKER."

" P.S. This is rite all in a hurry;  
sir, y<sup>e</sup> I hope you'll excuse me."

The only possible objection that can be made to the justice and truth of the foregoing account is, that no notice appears to be taken of captain Hicks, who certainly distinguished himself very much on this occasion.

N. B. A palpable mistake has been committed by Boyer, and all others who have given any relation of this event, they having given the merit of this transaction to captain Samuel Whitaker, who at that time commanded the Nottingham. This gentleman was no otherwise concerned in the attack than as commanding one of the battering ships;

See Boyer's An. of Q. A. Vol. III. App. p. 48.

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On the 26th of January 1708, sir Edward was advanced to be rear-admiral of the red, and appointed to a command in the fleet sent, in the month of March, under sir John Leake, to Lisbon and the Mediterranean. He hoisted his flag on board the Northumberland on the 30th of January; but nothing appears to have occurred beyond the ordinary routine of service till the month of August; when he was detached\*, by the commander-in-chief, to undertake the reduction of Minorca. This conquest he happily effected in ten days; and so important a success is certainly of itself sufficient to establish a commander's fame beyond the reach of envy, or malevolence of party abuse.

After the happy conclusion of that enterprize, he sailed for Leghorn on the 29th of September; and by his activity, joined to his spirited conduct, had nearly disposed the Pope to a formal acknowledgement of Charles the Third as king of Spain; when, at the pressing instances of the latter, he sailed for Barcelona. This desire appears more like one of the puerile intreaties of an indecisive mind, than as one of the firm, well-considered requests of a sovereign prince; for his voyage to Spain was only a prelude to his immediate return to Italy, a measure owing to the same royal interference as the former. His arrival at Leghorn completed that negotiation with the see of Rome, which his former abrupt departure had compelled him to leave unfinished: and Charles the Third had now the satisfaction of being, as completely sovereign of Spain, as the acknowledgement and benediction of the Pope could make him.

Sir Edward continued at Leghorn, and on the coast of Italy, till the arrival of sir George Byng at Port Mahon in the month of January 1709, when orders were imme-

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\* Or, to speak more properly, left behind by him, with the chief command, when sir John sailed for England. According to some accounts sir John was promoted to be vice-admiral of the white on the 21st of December 1708, and to be admiral of the blue on the 19th of December 1709. Others insist he never had any higher rank than of vice admiral of the white; to which he was appointed on the 12th of November in the latter year; his former promotion being to the rank of vice-admiral of the blue. The latter account is, undoubtedly, the true one.

diately dispatched to him to repair thither with his whole force, even should he be obliged to sail without the troops, which were destined for the service of the ensuing year in Spain. Sir Edward experienced many difficulties and delays before it was in his power to comply with these orders. At last, about the middle of March, he reached Minorca with about 3500 troops. Their arrival afforded the sincerest satisfaction both to sir George Byng and general Stanhope, who expected them with the most earnest anxiety. The city and castle of Alicant had long been besieged by an army of 12,000 men, commanded by that celebrated general the chevalier D'Asfeldt; and was supposed to be reduced to the greatest extremity. The relief of this place was, therefore, to be immediately attempted; and sir Edward being accordingly sent on this service with five ships of the line, arrived off the place on the 5th of April. The city itself had surrendered some time before; and the besiegers had sprung a mine on the 23d of March, which not only considerably impaired the fortifications of the castle, but had also, by its tremendous explosion, destroyed major-gen. Richards, who was the governor, and several of the principal officers. Nothing was left unattempted to succour the besieged and compel the assailants to retire. Unhappily the siege was too far advanced; and the enemy so well secured, that these spirited endeavours were without effect\*: all therefore that could be done in that exigency

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\* The general having returned the 12th of March, N. S. to Barcelona, embarked again on the 18th, on board sir Edward Whitaker, who was arrived there with 3500 men from Naples, that were ordered to go upon this expedition: then sailing for Port Mahon, they took there on board 400 men more; and on the 11th of April sailed for Alicant, but a strong easterly wind forced them to anchor in the bay of Denia; whereupon the enemy, suspecting their design, assembled all their troops about Alicant to prevent its execution. On the 15th the fleet arrived in sight of Alicant; but the weather continued so tempestuous, that the ships could not come near the shore: and besides, Don Pedro de Ronquillo had by that time assembled 7000 men, cast up intrenchments, and erected batteries, to oppose the landing of the confederate troops. However, some men of war were ordered to get as near the shore as possible and fire upon the enemy's intrenchments; which they did with some execution, but were much annoyed by the enemy's batteries, especially by one of four forty-two pounders, which killed



gency of affairs was to propose to surrender the castle, on condition the garrison should be permitted to retire. These proposals being at once acceded to, the troops were embarked, and sir Edward immediately rejoined the commander-in-chief.

He was quickly after dispatched to Italy to procure stores and provisions, of which the fleet began to be very much in want. Having fulfilled his instructions speedily, as well as completely, he arrived at Mahon, with his squadron, the beginning of June, bringing with him a very welcome and seasonable reinforcement of two thousand recruits for the army in Spain. It was now proposed to attempt the reduction of Sicily, and the execution of it was to have been entrusted to sir Edward; but the project, which was both feasible and glorious, came to nothing, because the Dutch either could not, or refused to co-operate: and king Charles was so perpetually requiring detachments for particular services, that it was impossible to provide for them, and collect a sufficient force for other operations. Sir Edward, however, to make him some amends for this disappointment, had, soon after this time, the good fortune, off Roses, to capture thirty\* of the enemy's transports, laden with provisions; which service not only caused great distress in king Philip's army, but enabled, by the unexpected succour it afforded the allies, that of king Charles to keep the field, which, but for this, it would not have been able to have done.

About the latter end of July sir George Byng prepared to return to England; and sir Edward was, a second time, left commander-in-chief in the Mediterranean, with a squadron of twelve ships of the line and four frigates. He continued on this station till the latter end of March 1710,

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killed some men, and did other damage on board the Dunkirk. The general and admirals seeing the impossibility of relieving the castle, resolved, in a council of war, to endeavour to save the garrison from being made prisoners of war; and, accordingly, general Stanhope sent a boat on shore with a flag of truce, and therein an officer, with a letter for Don Pedro de Ronquillo, offering to surrender the castle of Alicaut upon honourable terms.—Ann. of Q. Anne, vol. viii.

\* The Dutch writers assert that fifty transports were taken, and that sir Edward proposed to reduce Roses, but that, unfortunately, his advice was not followed.

and during that time very diligently performed all the service, the caution of the enemy, and the want of a naval force in the Mediterranean to contend with, would allow; but as those circumstances necessarily confine the detail of his operations to the uninteresting report of his having failed from one port to another with transports or store-ships under his escort, we forbear to recapitulate them. Suffice it to say, he arrived in the Channel on the 1st of June; and, we believe, never went to sea after this time. He soon afterwards retired on a pension of 456l. 5s. a year; of which it is said he was deprived on the accession of king George the First, and that complete political change which took place immediately afterwards. This extended even to the dismissal of persons, whose long and eminent services, intrinsic worth, and noble conduct justly entitled them to the praise, friendship, and protection of Englishmen of all parties; so that the treatment is not to be considered, as it would be in common cases, a mark of infamy or public disgrace. The bite of any noxious animal entitles the unfortunate victim to the compassion of all good men, but cannot subject him to their reproach.

Sir Edward lived totally in retirement till the year 1735. Dying on the 12th of November, he was buried at Carshalton, in Surry, where a plain flat stone, undecorated by any epitaph, merely informs us of his place of burial.

WICKHAM, Henry,—was appointed second lieutenant of the Crown on the 1st of June 1688. On the 22d of March 1690, he was promoted to the command of the *Antelope*. In 1691 he was made captain of the *Diamond*, of forty-two guns, and sent to the West Indies; where, in the next year, he was ordered to join sir Francis Wheeler, sent thither as commander-in-chief. He was taken by the French on the 20th of September following; and the circumstances of his defence not being such as did him honour, or even justified him in surrendering, he was sentenced, by a court-martial, to be imprisoned during life. After the accession of queen Anne, the punishment he had already suffered was thought to have, in some degree, expiated the fault he had committed. He was then released, but never afterwards received any appointment.

**WILMOT, Robert**,—was, on the 19th of August 1690, appointed commander of the Hopewell fireship; and was very soon afterwards promoted to the Crown, of forty-eight guns. This vessel was employed as a cruiser; and his diligence and activity, while in this kind of service, procured him much fame as well as fortune; no commander of that time having been more successful. In 1692 he was made captain of the Wolfe, a ship of war hired from the merchants, mounting forty-eight guns. He was sent to Virginia, and returned from thence, with a convoy, in the month of December.

His promotion was, in all probability, much accelerated by this good fortune which crowned his pursuits; for, in 1693, he commanded the Elizabeth, of seventy guns, one of the ships belonging to the main fleet. He continued in this station till the year 1695, when he was, unhappily for his general reputation, appointed commodore of a small squadron sent to the West Indies. It consisted of four ships of the line, a frigate, and two fireships. Having received his final instructions, which he was ordered not to open till he arrived in a certain latitude, he sailed from Plymouth on the 22d of January, having under his protection twelve transports, with provisions, stores and soldiers. The land-force was commanded by a colonel Lillingston; and an unhappy difference, which appears to have subsisted between him and the commodore, was a considerable impediment to that success which otherwise would, in all probability, have attended this expedition. It is difficult to say with whom the fault originated, or on which, particularly, the charge of the miscarriage ought to fall; most likely on both. Colonel Lillingston sometime after his return, being much offended at the account given of it, by Mr. Burchet, secretary to the admiralty, published a very furious justification, as he called it, of himself; in which he charges the latter with having grossly misrepresented the whole transaction, and, in the most violent terms, attacks the character of the deceased commodore. Without entering into the minutiae of the dispute, we have the following remark to make upon it, and objections to enter against Mr. Lillingston's statement.

Mr. Burchet was a man whose peculiar and highly respectable station afforded him an opportunity of relating,

the transactions alluded to, with more precision than any other person in the kingdom could pretend to, except such as were actually concerned in the expedition. Even over these he held one very manifest advantage; he could compare the different accounts given of the same transaction by all the naval officers who were present at it, many of whom were far from being friends to the commodore; and he could from these separate testimonies form a much more substantial and honourable account than one which rested merely in the positive assertion of an individual. To all this we may moreover add, that, notwithstanding Mr. Burchet did not publish his larger Naval History till sixteen years after the colonel had put forth his animadversions, he did not, in the smallest degree, retract what he had formerly published, or bestow the least notice on his antagonist's publication.

Lediard is of opinion this conduct, in some degree, invalidates the strength and authenticity of Mr. Burchet's History: but, as for ourselves, we are sorry to entertain a very different idea of it. Truth wants neither argument nor literary proof to support it; it stands alone: and the very appearance of defence, for a time, invalidates its worth and consequence. Its interested enemies may attempt its destruction by mingling falsehood with it, for a time, under various and specious forms: but the fire of reason will at length consume the dross, and leave the genuine metal perfect and pure.

The conduct of commodore Wilmot might be, perhaps, in many instances reprehensible; but it, at least, argues unfairness to make so virulent an attack on the character of a deceased man; an attack totally unsupported, except by the assertions of colonel Lillingston\*. Many of the points insisted on by that gentleman are mere quibbles on words, and frivolous pretexts to quarrel with Mr. Burchet as an historian, because he has represented Mr. Wilmot as commander-in-chief of the expedition: so he was, being of rank, in the comparative

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\* The colonel charges the commodore with a breach of orders, in opening his instructions before the proper time limited for that purpose. He admits, however, that no body was present at this breach of duty but the commodore and *himself*. The commodore being dead before his narrative appeared, nobody could contradict him as to the fact.

scale of service, equal to a brigadier-general. But no reader, who understands any thing of the rules of that service, would infer from that assertion that Mr. Wilmot had a commission authorising him to act as general-in-chief by land. It is not our business or inclination to follow the colonel through the rest of his animadversions, which, principally turning on transactions and conversations which took place between himself and the commodore, who was dead, cannot possibly be refuted by any evidence short of being miraculous.

To resume the narrative—The commodore having arrived in safety in the West Indies, sailed from the old road of St. Christopher's on the 28th of March, for the east end of Hispaniola, in order to form a junction with the Spanish governor of St. Domingo, who was to co-operate in the reduction of the French settlements. Some time appears to have been lost in settling punctilios. These being at last arranged, the combined force moved forward to the attack of Cape Francois; which, although the assailants were repulsed at the first assault, the French soon thought it most prudent to abandon and destroy. It was then resolved to attack Port de Paix; and the French being defeated on the night of the 3d of July, in a Sally they made from the fort with five hundred men, the victors immediately took possession of it. Upwards of one hundred pieces of cannon, a large quantity of stores, besides abundance of valuable plunder, and some treasure, became the property of the captors. The division of this booty appears to have occasioned the first discontent on the part of the colonel: both, in all probability, were more avaricious than became men of honour; for, from Mr. Lillingston's own tale, he himself appears to have been, by no means, exempt from this foible. The disappointment he here experienced was the grand source of all his discontent; and had it not been for this mal-affectation of his mind, the commodores conduct had, perhaps, passed uncensured by the public, because it would have been unnoticed.

It cannot be denied but that every thing undertaken by the commodore was in the highest degree successful; and that the injury done to the enemy amounted, on colonel Lillingston's own calculation, to a sum little less than two hundred thousand pounds sterling. On a national ground, therefore, there was but little room for clamour: and if

the commodore had survived, the public would have had but little right to interfere in a dispute, which, some few particulars only excepted, was entirely of a private nature.

Such part of the booty as was moveable, being secured on board the ships; and what was not so, being destroyed, it was proposed, by the commodore, to attack Petit Guavas and Leogane. To this end the colonel was ordered to send his sick to Jamaica, and hold the remainder in readiness for the intended service; but neither himself nor the Spanish general thought the measure proper or feasible, on account of the great diminution the land force had sustained by disease and casualties, so that the commodore had now no alternative. He, consequently, repaired to Jamaica, where, having refitted his ships in the best manner his circumstances would permit, he sailed for England on the 3d of September with a part of his squadron, having had the prudence and careful precaution to leave three fourth rates behind him for the protection of Jamaica, and a frigate for the convoy of a number of merchant-ships which were then loading at that island for England.

The squadron encountered incredible hardships while on its return. Bad weather and contrary winds lengthened out the voyage: and this unhappy delay caused the scurvy to make such a ravage among the crews, that it was with the utmost difficulty the ships were brought into port. Those who survived the danger were ashamed to attribute their preservation to the interference of Providence, rather than their own exertions. The commodore himself lived not to see the full extent of the misfortune, inasmuch as he died at sea twelve days after he sailed from Jamaica.

The disputes which we have recounted, and the belief that perfect unanimity might have been productive of more success, should form a lesson to all future ministers, to study well the private dispositions of those whom they entrust, as well as their courage, and general ability.

WOOLGATE, Stephen,—was made captain of the *Speedwell* fireship on the 21st of July 1690, and died in the course of the same year.

ACTON,

1691.

ACTON, Thomas,—was, on the 28th of May 1691, appointed commander of the Cadiz Merchant, hired ship of war. In 1693 we find him captain of the Merlin yacht; and are sorry to be obliged to add, we have not, after the most strict search, been able to acquire any other information relative to this gentleman, except that he died on the 5th of August 1698.

BAKER, John.—His first commission in the navy, which was that appointing him lieutenant of the Woolwich, he received from lord Dartmouth, on the 14th of November 1688. After the revolution, having served in the same station on board divers ships with distinguished credit and reputation, he was promoted to the command of the Mary galley on the 12th of October 1691. In 1692 he was made captain of the Newcastle, of forty-six guns, one of the ships sent under sir George Rooke, in the following year, as convoy to the unfortunate Smyrna fleet. In 1696 we find him commanding the Falmouth, of forty eight guns, then stationed as a cruiser in the Mediterranean. He was afterwards, in 1698, commander of the Medway on the same station; and, in the month of October 1699, was sent in this ship to Tangier, to treat with the emperor of Morocco for the redemption of such British captives as were in his possession; but the success of this negotiation we are not acquainted with. Although the early part of this gentleman's service does not appear to have been marked with any of those brilliant achievements which have so deservedly raised such a number of his gallant cotemporaries so high in public notice, as well as popular favour, yet his services appear to have justly merited every attention and honour, which the strictest attention to duty naturally claim. He continued to be employed constantly during the peace; and soon after the accession of queen Anne was advanced to be captain of the Monmouth, of seventy guns.

This

This ship he commanded as one of the fleet sent on the expedition against Cadiz, and bore a very distinguished share in the subsequent attack on Vigo, being one of vice-admiral Hopson's division, who led the assault. He continued, during the two following years, in the command of the same ship, first under sir Cloudesley Shovel in 1703, who was sent into the Mediterranean to attempt the relief of the Cevenois; and, in 1704, under sir George Rooke. The latter expedition will always be remembered, as well on account of the capture of Gibraltar, as the victory over the French fleet off Malaga. In both these very signal services captain Baker bore a most distinguished part; and in the latter was severely wounded. As soon as he had recovered, he was immediately re-appointed to the *Monmouth*; in which ship he continued to serve till the month of January 1707-8. Although the nature of the service allotted to him, which was always that of a private commander in the main fleet, prevented him from using those more brilliant exertions necessary to acquire universal popularity and fame, yet, in the milder duties of a commander, which were those which fell within his reach, it may certainly be insisted he always stood, we will not say unrivalled, but undoubtedly unexcelled.

These quiet, but at the same time most valuable qualifications, recommended him to the notice, attention, and friendship of all men: and while, on one hand, his courage proved experimentally, by the few opportunities he had of manifesting it, gained their admiration; so, on the other, did his humanity and benevolence justly earn their love and esteem. On the 26th of January 1707-8, he was very worthily promoted to be rear-admiral of the white. He was almost immediately afterwards appointed to serve under sir George Byng, who was made admiral of the squadron sent to the northward to counteract the invasion of Scotland, by the French, in favour of the Pretender. The rear-admiral was detached with a small squadron to escort the troops from Ostend, which were sent thither, from the army in Flanders, to prevent this attempt of the French by land. He arrived with his charge, at Tinmouth, on the 31st of March, after a very prosperous passage of three days. The next service we find



find him engaged in, was that of convoying, from Holland to Spithead, Mary-Anne, the daughter of the emperor Leopold, and betrothed queen of Portugal. He afterwards accompanied her to Lisbon, under the command of sir George Byng, with whom he continued to serve in the Mediterranean, during a part only of the following year. Returning to England in the beginning of the summer, he, for a short time, commanded a small squadron in the Channel.

On the 12th of November 1709, he was advanced to be vice-admiral of the blue. A little while before this he had been appointed to take charge of a convoy of troops and stores for the army in Spain, as well as a reinforcement for the Mediterranean fleet, of which he was, at the same time, appointed commander, as successor to sir Edward Whitaker. Having joined that admiral at Mahon, he assumed the chief command, on the departure of the former for England, in the month of March. Immediately afterwards, having under him nine ships of the line, a frigate and a fireship, he conducted the several transports and store-ships to the ports whither they were bound; and on his return to Barcelona, when off the Faro of Messina, he fell in with two large ships and as many gallees belonging to the enemy, having under their convoy a number of saitees. He immediately gave chase, and with such success that the two ships, one of them mounting fifty-six guns, and a few of the convoy, were taken, the gallees and the remainder of the saitees making their escape by the assistance of their oars. Having executed his commission, by afterwards escorting the transports to Barcelona, he proceeded to Tarragona, where he put himself, according to his instructions, under the orders of sir John Norris, who had just arrived from England with a commission of commander-in-chief in the Mediterranean.

On this station Mr. Baker continued during the remainder of the war, but with very little opportunity of distinguishing himself in any way except by his diligence. In 1711, when sir J. Jennings was sent to take the command in the Streights, he dispatched Mr. Baker to Lisbon, with six ships of the line and two frigates; for the better protection of commerce on the coast of Portugal. Having received

received orders from England to escort, as far as Cape Spartel, a fleet of transports and Storeships, bound to Port Mahon, he failed on this service on the 12th, or, according to Campbell, on the 8th of February 1712; and on the 16th drove on shore, near Cape St. Mary's, a very valuable Spanish ship, mounting sixty guns. The weather being very tempestuous it was too dangerous for boats to approach the prize; and when it had moderated sufficiently to permit them, the captors, to their great disappointment, found it already plundered by the Portuguese from the shore. The vice-admiral, of course, complained much of this; and represented it somewhat forcibly to the court of Portugal, but without being able to obtain any satisfaction, either from their honour, or their justice. In a few days after this he had the good fortune to capture a valuable French ship bound to Martinico: and having fulfilled his instructions returned to Lisbon, where he arrived on the 8th of March.

The short interval between this time and the peace at Ryswic was consumed in convoying, to the Madeiras, the outward-bound Portuguese fleet, and in cruising for the protection of that which was expected from the Brazils. A violent storm, which happened about the middle of September, prevented his accomplishing this service; many of his ships being much shattered by it, and the squadron blown so far from its station, that it was judged most expedient to bear away for Lisbon, in order to refit. The cessation of hostilities being proclaimed soon after, the vice-admiral was ordered to return with his ships to England.

He had no other appointment during the reign of queen Anne; but, soon after the accession of George the First, was appointed to command a small squadron, sent into the Mediterranean as well for the protection of commerce as to restrain the depredations of the Salletines, who, about this time, began to be troublesome. He was ordered also to renew the treaties of peace with the rest of the Barbary states. He failed on this service in June 1716; and on the 16th, a few days after he was clear of the land, was advanced to be vice-admiral of the white. He arrived at Tripoli on the 2d of July; and having included, in the renewed treaty of peace, the Minorquins, the recently acquired subjects

Subjects of the king of Great Britain, he sailed for Tunis, where he was equally successful as a negociator. The Sallatines were not so equitably and pacifically disposed: the vice-admiral was obliged to have recourse to compulsive measures; and his own activity, assisted by the gallantry of the private commanders under him, were not long in compelling that peaceable demeanour which pirates are always loth to observe. Having thus happily fulfilled the whole object of his expedition, he was preparing to return to England, from whence rear-admiral Cornwall had been just before sent to relieve him, when death, ever regretted, when putting a period to the life of a gallant man, but particularly so when he is, as it may be said, prematurely snatched in the prime of life, closed the honourable career of this brave and good man \* on the 10th of November 1716, he being then in the 56th year of his age.

BEER, John,—is, from the similitude of name, supposed, by some, to be the same gentleman who commanded the *Cygnets* as far back as the year 1660†. There is, however, no other proof of this, except that similitude, and the circumstance of his being put on the superannuated list as early as the year 1694. On the other hand, it is very extraordinary that a gentleman should ever return to a service which he must have quitted upwards of thirty years. The only information we have been able to collect relative to this gentleman is, that he

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\* Lediard makes the following just and honourable remark on his death: "The loss of admiral Baker was very much lamented, he being an officer of consummate skill and experience." A splendid monument, bearing the following inscription, has been erected to his memory in Westminster Abbey.

MS.

To the memory of JOHN BAKER, esq.

Vice-admiral of the white squadron of the BRITISH fleet;

Who, when he commanded in the

MEDITERRANEAN,

Died at PORT MAHON the 10th of November 1716,

Æt. 56.

He was a brave, judicious, and experienced officer;

A sincere friend, and a true lover of his country.

Manet post funera virtus.

† See vol. i. p. 8.

was

was appointed commander of the *Rose* guard-ship on the 27th of January 1691\*; and having been, in consequence of his infirmities, put on the superannuated list, as before related, died, in an advanced age, on the 22d of Sept. 1696.

**BIBB, Edward**,—was made captain of the *Hopewell* fireship on the 19th of January 1691. About the latter end of the following year he was promoted to the *James* galley, a frigate of thirty guns; in which vessel he continued till the month of July 1693, when he was advanced to be captain of the *Winchester*, of sixty guns, one of the ships belonging to the main fleet. Early in 1696 we find him captain of the *Monk*, one of the ships composing the Squadron under sir Cloudesley, and employed, during that spring, in desultory attacks on the smaller French ports. He continued in commission till the time of his death, which happened on the 2d of October 1701; at which period he was captain of the *Monmouth*.

**BRIDGES, John**, (2d)—was, on the 17th of September 1691, appointed commander of the *Portsmouth*. In the following year he was promoted to the *Centurion*, of forty-eight guns, and employed as a cruiser off the eastern coast of Scotland. In the month of August, being then on the same station, he fell in with six French privateers, which he very resolutely engaged for a considerable time; at last the *Kingsfisher*, a frigate employed on the same station, hearing the report of the guns, came to the assistance of the *Centurion*; and through this well-timed aid three of them were captured and carried into Orkney. He continued to command this ship, and on the same station, till the year 1694, when he was made captain of the *Deptford*. He was immediately sent on the Lisbon station, where he met with considerable success as a cruiser. He returned to England in the following spring, and unfortunately died, and in the very prime of life, on the 29th of May ensuing.

**CLARK, Richard**, — was, as early as the year 1666, made lieutenant of the *Houſe de Swieten*, a ship of war, taken in the preceding year from the Dutch. On the commencement of the second Dutch war, in 1672, he

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\* He continued to command this vessel till the time of his superannuation.

was made first lieutenant of the *Triumph*; and in the following year of the *Henrietta*. He does not appear to have had any commission in the royal navy after this time \* till the year 1691, when he was, on the 5th of January, appointed commander of the *Swiftsure*. This ship appears to have been lost a short time afterwards; and there is no account of captain Clark's being re-appointed to any other ship till the month of July 1693. He was at that time made captain of the *Humber*, of eighty guns, a ship attached to the main fleet, and stationed in the line, during the remainder of the summer, as one of the seconds to rear-admiral Neville. He continued in the same command for a considerable time, most probably till the conclusion of the war. In the beginning of the year 1696 we find him in the Mediterranean under commodore Moody. After the peace at Ryswic he continued to command some ship of the line, but neither its name or station are known.

About the time of queen Anne's accession he is believed to have retired from this line of service, and to have been appointed master-attendant of Deptford yard. This office he is supposed to have retained till his death, which happened on the 17th of December 1706.

COTTIN, or COTTEN, Richard, — is, on some accounts, supposed to be the same person of whom we have already taken a short notice †; of this, however, we have no proof to be depended upon. This gentleman was made commander of the *Diamond* on the 22d of July 1691; and being, not long afterwards, sent to the West Indies, under commodore Wrenn, died there on the 28th of January in the following year ‡.

CROSS, William, — was, on the 19th of January 1691, made captain of the *Griffin* fireship; after which time we can meet with nothing relative to him till the month of June 1693, when he commanded the *Dover* of sixty-eight guns, and was employed as a cruiser on the Irish station, where he had the good fortune to capture a large privateer, of thirty-two guns, which had long infested

\* In 1689 he commanded a private ship of war, in which he was very successful.

† Vol. I. p. 96.

‡ Gazette, No. 2780.

that coast. He remained on the same station, as well as in the same ship, during the whole of the war; and certainly did every thing that could be expected from an active, spirited, and diligent officer\*. It is necessary to say this in consequence of the disgrace into which he soon afterwards unfortunately fell, and to shew that on other occasions he deserved the applause and thanks of his countrymen.

After the peace at Ryfwic he was still continued in the command of the *Dover*, and sent, in 1698, to the Mediterranean as one of the squadron, under admiral Aylmer, who was ordered thither to confirm and renew the treaties of peace with the several Barbary states. After the accession of queen Anne he was promoted to command the *Elizabeth*, of seventy guns; in which ship he was unhappily taken, by the French, on the 12th of November 1704. This event caused his complete removal from the service, as is explained in the note beneath†. The queen was afterwards pleased to remit the imprisonment, but he was never again restored to the service. He was, latterly, reduced to so indigent a state, that a very small pension

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\* After the year 1695 he appears to have always been the commanding officer on that station. He made several valuable and consequential captures from the enemy, and afforded the most ample protection to the British commerce; several very capital ships of war, as well as privateers, having been taken under his direction and through the disposition of the force under his command, not a few of them owing to his own personal exertions. In the month of December 1696, he very spiritedly assisted captain Jumper, of the *Weymouth*, in driving on shore a French man of war, mounting forty guns.

† "On Saturday the 25th of August, captain Cross, who was commander of the *Elizabeth*, when taken by the French, was tried at Spithead, before sir George Byng, on board the *Triumph*, the jury consisting of twelve captains of men of war. The chief evidence against him was the carpenter, and his brother-in-law, who deposed that he might have saved his ship, provided he would have animated the seamen under his command, and behaved himself as he ought to have done. He alledged in his defence that he was not well manned, and the chirurgeon sick; that several of his crew went under the hatches and would not fight; and that others got drunk. But his defence not being admitted, the jury (the court) found him guilty; and his sentence was, 'that he should be cashiered, and never serve her majesty in any capacity; that he should forfeit the arrears due to him; and, lastly, that he should remain in prison during life.'"

Annals of Q. Anne, Year the fourth.

having

having been bestowed on him, merely to preserve him from want, and proving in the latter end of his life insufficient to maintain him comfortably, he was, on the score of mere charity, received into Greenwich hospital as a pensioner in a private station. He lived there many years as comfortably as a man, so depressed, could be supposed to have done, not dying till the 22d of April 1746.

CROW, Josiah, — was appointed commander of the St. Paul fireship on the 3d of July 1691. After he quitted this command he remained for some time out of commission: and, we believe, the ship he was next appointed to was, the Norwich, of fifty guns. In this vessel he was sent to the West Indies; and from thence to Virginia. He returned with a fleet of merchant-ships under his convoy, in the month of July 1695. He was afterwards ordered on the Irish station, and in the following year served in the same ship in the main fleet. In the month of July 1702, he was one of the members of the court-martial, held on board the Queen, at Spithead, for the purpose of trying sir John Munden. Not long after the accession of queen Anne he was made commander of the Warspight, in which ship he continued many years; as, in 1711, we find him behaving very gallantly in an action with a French seventy-gun ship, called the Moor, which was then taken by him and captain Thomas Long in the Bredah. He died on the 21st of September 1714.

DOUGLAS, Andrew, — was appointed captain of the Sweepstakes, of forty-two guns, on the 31st of August 1691. He continued in this ship a considerable time, and was principally employed as a cruiser, or in the convoy of small fleets of coasters, particularly those bound to and from Newcastle, and the ports adjacent. In 1694 he commanded the Dover on the Irish station; as he did, in the following year, the Harwich, employed in the same service as the foregoing. After the peace at Ryswick he was put out of commission, and was no more employed till after the accession of queen Anne. He was then appointed to the Norwich, and sent to the West Indies: but having been unhappily guilty of irregular and improper conduct, was brought to a court-martial on the

16th of November 1704\*. The charge against him being proved, he was sentenced to be dismissed the service. He was afterwards restored to his rank; and, in the year 1710, made captain of the *Arundel*. No other particulars are known relative to this gentleman, nor even the time of his death.

ELWES, Gerard,—was appointed second lieutenant of the *Lyon* on the 22d of November 1688. Having served in this station on board several ships, he was, on the 19th of January 1691, appointed captain of the *Hunter* fireship. In 1693 he commanded the *Royal Oak*, the ship on board which sir George Rooke hoisted his flag when he escorted the unfortunate *Smyrna* fleet. After his return he was appointed to the *Sunderland*, of sixty guns; on board which ship we believe he continued till the conclusion of the war; when he was removed into some other ship of the line, whose name is not given, although he continued captain of it during the remainder of king William's reign. On the accession of queen Anne he was made commander of the *Prince George*, of ninety guns; on board which ship vice-admiral Hopson hoisted his flag as commander of a division in the fleet, sent, as it is well known, under sir Geo. Rooke, on the expedition against Cadiz. In the following year he was appointed to the *Royal Oak*, a new ship of seventy-four guns, and went,

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\* As to the fifth head of the merchant's complaints concerning their hard usage, in having their men impressed out of their ships in the West Indies, as also upon their return home, by the captains of the queen's ships, to the very great loss and danger of their ships and merchandize, several instances were laid before their lordships.

The *Gould* frigate, Josiah Dowell master, arrived in Jamaica in September 1703; and, whilst he went to wait upon the governour, captain Douglas, of the *Norwich*, impressed five of his best seamen. The master waited on the captain and shewed him his protection; but Douglas told the master he had twenty-five seamen, and his orders from the admiralty were to press every fifth man: and though the master acquainted him that some of his men were sick, and that he really wanted men to sail his ship home: yet he could not prevail but for one seaman; the captain telling him, if he would, he could take away all his men; and threatened to stop his ship unless he would pay him the wages of the seamen he had so impressed —Ann. of Q. Anne.

We have inserted the above in justice to prince George's character, and to prove the charge made against him, of disregarding the complaints of the people, is, at least on some occasions, very ill founded.

with



with sir Cloudefley Shovel, to the Mediterranean, where a multitude of concurrent circumstances, taking from the fleet itself all possibility of effecting any consequential or even memorable service against the enemy, we are not to be surprized that the life of a private commander should be totally barren of incident.

In 1704, continuing in the same ship, he was present at the memorable battle off Malaga, in which he eminently distinguished himself as one of the seconds to rear-admiral Dilkes. He had in this engagement fifty-three men killed and wounded; a loss which sufficiently proves how strenuously he must have laboured to encounter the enemy, when it is recollected the weight of the action fell only on the commander-in-chief's, and sir George Byng's divisions. He continued to be constantly in commission till he totally retired from the service: but as he always commanded large ships which belonged to the Mediterranean fleet, which had no opportunity of effecting any brilliant service after the battle off Malaga, we have nothing to relate except the information of his having been sent home commodore of a squadron of eight ships of war, with a convoy from the Mediterranean and Lisbon, in the month of December 1707. He at this time commanded the *Revenge*; and we can only lament, that so very trivial a circumstance should supply the place of a more interesting recital of some brilliant exploit, which his ill fortune, and the concurring circumstances of the service, in which he was engaged, we are perfectly convinced, from the general tenor of his conduct, were the only impediments to his achieving.

We believe him to have retired from the service at this time, as he was soon after appointed superintendant at Plymouth, an office long since laid aside. Some have asserted he was, in the year 1714, made commissioner of the victualling; but this is, undoubtedly, a mistake, nor does it appear what became of this gentleman after the time above-mentioned.

EVANS, John, — was the younger son of George Evans, esq. of Ballygrenane, in the county of Limeric. His family was originally of Welch extraction; but John, the father of George Evans, having removed into Ireland about the year 1614, his son, who served in the army

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during the rebellion of 1641, acquired a very considerable estate, as well by a grant of lands under the acts of settlement, as by purchases made from divers persons. John, of whom we have to speak, was originally intended for the profession of the law. He had a considerable landed property settled upon him by his father, comprising the castle and town of Miltown, together with other valuable possessions in the county of Cork. Having entered at Gray's Inn, he applied himself assiduously to the study of his profession till after the revolution, when he suddenly resolved to enter into a naval life. The singularity of this circumstance, or his powerful interest, or, perhaps, both united, procured him, immediately on his engaging in the service, the command of the *St. Martin*, a sixth rate of twenty-four guns. In the year 1693 he was removed into the *Richmond*, of twenty-six guns, and sent to New York, where he most probably continued some time, as we find no farther mention made of him during the remainder of the war: and it is certain he never had the command of any vessel larger than a fifth rate till after the accession of queen Anne, when he was made captain of the *Dreadnought*, and, as it is said, sent to America in the year 1704. In the month of August, having then in company the *Faulkland* and *Fowey*, he assisted the former in the capture of a French ship of war, mounting fifty-four guns. In 1706 he was promoted to the *Royal Oak*, one of the fleet employed, during that year, in the Mediterranean. He had now an opportunity of signalising himself, which he did in a most remarkable manner, being one of the captains commanding the corps of seamen, under sir John Jennings, which were ordered to assist in the storm of the city of Alicant. He was the first man who entered the breach; and being quickly supported by the rest of the people as fast as they could get up, this signal conquest was effected with as much ease as a most trivial enterprise could have been.

The conduct of captain Evans on this occasion deserves the greater share of applause, inasmuch as the exertion was made in a line of service he had been totally unused to; and, moreover, he had the disagreeable mortification of seeing the land forces, who were intended to have made the first attack, absolutely checked and driven back. He returned

returned to England, with sir John Leake, in the month of October; and we have not been able to collect any information worth inserting relative to his transactions, or service, in the following year\*. In 1708 we find him again in the Mediterranean, under sir John Leake. He at this time commanded the *Burford*, a large third rate. After the fleet arrived in the Mediterranean, and sir John Leake had, in the month of May, determined to sail for Italy, captain Evans was left commanding officer on the coast of Catalonia, with a squadron of seven English and Dutch ships. On the return of the fleet to Barcelona, it was determined to attempt the conquest of the island of Sardinia: but the land-forces that could be spared from the service in Spain being inadequate to a service of such magnitude, a regiment of nine hundred volunteer seamen; from the fleet, was formed by way of reinforcement, and captain Evans appointed to command it; the speedy surrender of the island rendered however his service, in that line, unnecessary.

He remained on the Mediterranean station, we believe, as long as he continued to serve, but not in the same ship, for, in the year 1710, we find him captain of the *Defiance*; in which vessel, in the month of November, he maintained a very gallant fight with a French ship of war. It lasted from eight o'clock in the morning till twelve at noon, and with much slaughter on both sides, the *Defiance* having had twenty-five men killed and sixty-five wounded, and the enemy having lost upwards of one hundred. The rigging and sails of the *Defiance* being much more shattered than those of her antagonist, she was unable to pursue the advantage she had gained, and the Frenchman had the good fortune to shelter himself under the cannon of Malaga.

This is the last material information we have been able to collect relative to captain Evans. He is said to have commanded a second rate; but this circumstance we have been unable to ascertain positively. We believe him to have totally retired after this time from the service, and to have died without issue on the 15th of March 1722-3. His nephew,

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\* The most material is, that towards the close of the year he was commodore of a cruising squadron in the Channel, consisting of ten ships.

George, was, in the year 1715, created lord Carbery of the kingdom of Ireland.

FINCH, Richard,—was, on the 1st of May 1691, made commander of the *Henry Prize*. In 1692 he was sent in this vessel to Virginia, where he remained the following year. After his return to England he was promoted to the command of the *Greenwich*, in which ship he died at sea on the 1st of May 1695.

GURNEY, Edward,—was appointed captain of the *Defiance* on the 15th of January 1691. Nothing more is known of this gentleman than that he was afterwards removed into the *Bristol*, and sent to the West Indies, where he died on the 29th of January 1694.

GUY, John,—was appointed lieutenant of the *Deptford*, by king Charles the Second, as early as the year 1668. After this time he does not appear to have received any other commission till the 20th of May 1691, when he was made captain of the *Half Moon* fireship. In 1693 he commanded either the *Fubbs* yacht, or the *Vesuvius* fireship; but it is impossible to say which, from the extraordinary circumstance of there being two gentlemen of the name of *John Guy* in the service at the same time; and they are both so intermixed, that it is impossible, without the absolute assistance of private family documents and information, to separate or distinguish them; we shall, however, pursue, according to the best of our judgment, the account of the gentleman first mentioned, for as to his name-sake little or no notice is taken of him in any records belonging to the navy, nor is it ever known at what time he died or quitted the service. The *John Guy* we mean to give the best account of that we have been able to collect, was appointed captain of the *Lenox* in 1695; and, early in 1696, was removed into the *Navy* yacht; in which vessel he had the honour of attending king William to Holland. After his return he was made commander of the *Speedwell*, in which ship he died on the 9th of December 1697.

GREENWAY, James,—was appointed lieutenant of the *Richmond* on the 24th of May 1688, and was removed to the same station on board the *Diamond*, on the 30th of August following. He afterwards served as lieutenant, on board divers ships, with much credit and reputation;

tation; and was very deservedly promoted to be captain of the *Wolf* fireship on the 19th of January 1691. He continued in this vessel till the ever-memorable battle off *La Hogue*, in the month of May 1692: after which he had an opportunity of effecting a very signal service to his country, by burning the *Conquerant*, of ninety-six guns, one of the three-decked ships driven by sir Ralph Delaval into Cherbourg bay. The recommendation of his admiral, added to his own real deserts, procured him, immediately on his return, the command of the *Experiment*, of thirty-two guns; in which ship he was sent, in the month of January following, to the West Indies, under the command of sir Francis Wheeler. On his return from this expedition he was still farther promoted to the *Elizabeth*, a third rate, one of the ships employed; in 1694, under lord Berkeley and sir Cloudesley Shovel, in the attack of the French ports.

In the month of August the above-mentioned vessel was in so bad a condition, that it became necessary to take it into dock for a thorough repair: and captain Greenway, in consequence of this circumstance, was appointed to the *Edgar*, a ship of the same rate as that he before commanded. He continued in the same station till the peace took place at Ryswic: after which he appears to have held no commission till the accession of queen Anne; when, on the re-commencement of the war with France, he was appointed captain of the *Northumberland*, of seventy guns, one of the ships sent on the Cadiz expedition. At the attack on Vigo, rear-admiral Graydon removed his flag on board her from the *Triumph*, which was too large for such a service. He continued in the Channel during the following year; and unhappily perished in the Great Storm on the 27th of November. The *Northumberland*, at the time of its commencement, was laying at anchor in the Downs; and being driven on the Goodwin Sands, was totally lost together with her whole crew.

HANCOCK, Robert,—was, on the 6th of February 1691, appointed commander of the *Dolphin* fireship. In the year 1693 he was captain of the *Griffin*, a vessel of the same description, being one of those attached to the main fleet. He was, soon after this time, promoted to  
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some ship of the line; but neither its name, or the service on which it was employed, are to be discovered; nor of that which he commanded after the peace at Ryfwic, notwithstanding he continued in commission during the whole of king William's reign. After the accession of queen Anne, he was appointed to the Assurance; which ship being, till the year 1704, always employed in services where there was not any opportunity of acquiring fame, a very interesting relation cannot be expected. At the battle off Malaga, still continuing in the same ship, he was stationed in sir Cloudefley Shovel's division; which having forced the van of the French fleet to give way very early in the action, suffered less than either the center or the rear. This circumstance well, and very honourably accounts for captain Hancock having had no more than six men killed and fourteen wounded; and may serve as an unanswerable proof that the most spirited conduct is frequently attended with the least personal risk.

Some time after his return to England he was promoted to the Eagle, of seventy guns. In this ship he accompanied sir C. Shovel to the Mediterranean, and on the expedition against Toulon, in the year 1707. On his return from thence, as he had had the honour of sharing in his glory when living, so had he the melancholy fate of partaking in the misfortune which proved fatal to that great man and so many of his brave associates with him; the Eagle, the Association, the Romney, perished at the same instant, and with them, all their crews: a loss so heavy, that the greatest and most successful enterprise could not have compensated for it.

KECK, Lawrence,—was appointed commander of the Lightening fireship on the 16th of March 1691. He continued in this vessel many years; nor, indeed, is it with any certainty known, whether he ever had any other command. Thus far we have been able to investigate, that he never commanded a ship of the line. In 1704 he retired on a pension of 73l. a year, which he enjoyed till his death, which happened on the 30th of October 1724.

KERWORTH, or CARVERTH, Richard, — was the brother of captain Henry Carverth of whom a short account

account has been already given\*. He was appointed lieutenant of the *Mordaunt* on the 9th of September 1688. He was promoted to the command of the *Ætna* fireship on the 3d of May 1691. He continued in this vessel till the year 1694, when he was removed into the *Joseph*, which was also a fireship. He quitted this command in the year 1696, and retired totally from the service, on a pension equivalent to the pay of captain of a fifth rate. He died on the 28th of April 1728.

**KING, Christopher**,—was, on the 12th of October 1691, made captain of the *St. Alban's Prize*. Nothing appears that induces us to believe he ever had the command of any other ship; no farther particulars relative to him, in any way whatever, being known, till the year 1696, when he is said to have been imprisoned for three months, by the sentence of a court-martial held on him for disobedience of orders. A very curious circumstance afterwards occurs, he being, on the 20th of March 1700, appointed gunner of the *St. George*. Nothing is known of him after this period.

**LEADER, John**,—was appointed commander of the *Modena* hired ship of war on the 5th of January 1691. In 1693 we find him captain of the *Chatham*, a ship of forty-four guns, one of the squadron sent out, during this year, under sir George Rooke, to escort the *Smyrna* fleet through the Streights. The misfortune which attended it is well known. The ill success was, however, only partial, for while the squadron was on its return to Cork, the *Chatham*, in company with the *Monk*, had the good fortune to capture two large French merchant-ships, mounting thirty guns each; one of them being homeward-bound from Martinico, and very valuable; the other, not less consequential in a national view, being laden with stores and provisions, and having also a considerable number of soldiers on board, intended to recruit their regiments in the West Indies.

What ship he commanded immediately after this is unknown; but a severe fit of illness, towards the latter end of the year 1695, compelled him to quit the service

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\* See Vol. I. p. 392. This gentleman's proper name is Carverth, Kerworth being a corruption.

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for a short time. Immediately on his recovery, as was the case in the month of January 1695, he was most strongly recommended, by sir Cloudesley Shovel, to the lords of the admiralty, for a re-appointment. The original letter is now in the possession of the right honourable lord Romney; and the terms used by that very gallant admiral are too honourable to captain Leader's memory to be omitted on this occasion\*. This letter is dated on the 16th of January 1695. This not having, in all probability, met with the success sir Cloudesley wished it should, he wrote a second on the 1st of February following, in which he again recommended captain Leader, in terms as forcible as the former, to succeed captain Grantham as commander of the *Content*, of seventy guns.

This recommendation, honourable as it was, does not, however, appear to have been attended to, as we find this vessel to have been commanded, immediately afterwards, by captain Norris; but we believe captain Leader to have been appointed to some other ship of the line; the name, or service on which it was employed, does not appear. He continued in commission during the whole of the peace; and died in the West Indies on the 18th of January 1701, being at that time commander of the *Kingston*.

LEEDS, Peregrine Osborne, Duke of,—better known in the naval world as earl of Danby and marquis of Carmarthen. He was the † son of sir Thomas Osborne, baronet; created baron Kiveton, viscount Latimer, and earl of Danby, by king Charles the Second; and raised, by king William, to the high dignities of marquis of Carmarthen and duke of Leeds. Peregrine Osborne was called up, by writ, to the house of peers, and took his seat in that August assembly on the 19th of March 1689-90, by the title of lord Osborne, of Kiveton. Having con-

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\* "Captain Leader (says sir Cloudesley) is a very good officer, and withal very brave: I having had frequent opportunities of making sufficient trial of him, and my experience of his goodness, urges me to be earnest with their lordships in his behalf."

† Peregrine was the third (the two elder, Edward and Thomas, dying when young) son of Thomas, first duke of Leeds, and the lady Bridget Bertie, second daughter of Montague Bertie, earl of Lindsey, lord great chamberlain of England.

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ceived a strong inclination to a naval life, he served as a volunteer on board divers ships, and was, on the 2d of January 1691, appointed commander of the Suffolk. He was at that time styled earl of Danby, as the immediate heir of the marquis of Carmarthen. He continued as a private captain till July 1693, having in the intermediate time very much distinguished himself at the battle off La Hogue\*, as well as on other occasions. In the beginning of the year 1693 he was appointed commander of the Royal William, a first rate of one hundred guns; and, on the first sailing of the fleet, was stationed in the line as one of the seconds to the joint commanders-in-chief; but on the death of sir John Ashby, on the 12th of July 1693, was promoted to be rear-admiral of the red†. In the following year he served under lord Berkeley as rear-admiral of the blue. Among the first operations intended for the Channel fleet was the attack on Brest; and the marquis is said to have particularly requested the command of the detachment ordered on this service.

This was, perhaps, one of the most desperate undertakings ever allotted to a commander; and the steady resolution with which he carried his orders into execution, as well as the precautions he took to ensure success, reflect on him a greater honour, than, perhaps, could have been acquired in a less arduous undertaking by the most brilliant victory. The marquis having shifted his flag into the Monk, led his detachment and saw his ships properly posted in the several stations assigned to them. This was a service attended with the greatest danger; for they were not only very warmly received by a number of batteries of heavy cannon and mortars, but as soon as the

\* Lediard, p. 664.

† In the original line of battle, made out in consequence of sir J. Ashby's death, and bearing date the very day he died, he is so stationed, having capt. Benj. Hoskins under him as commander of the ship. All historians have agreed in dating his promotion to this high station in the year 1697; and we have some doubt, whether this was not merely temporary. It is the only instance, however, if it is one, of any appointment short of permanent rank taking place in the European seas: nevertheless, as we find him commanding after this time as rear-admiral of the blue, we think it at least fair to express our doubts.

**Monk**

Monk and the other ships had brought up, three very heavy masked batteries, of which the assailants were perfectly ignorant, suddenly opened upon them, and rendered their utmost exertions of no effect\*.

The marquis had on this occasion a very narrow escape, a shell bursting in the Monk and killing a marine who was at that instant close to him. His moderation and conduct after his defeat, did him probably as much honour as others have derived from the most successful operations. He bore his misfortune with magnanimity; he bestowed the highest encomiums on all those who were employed under him; blaming none, nor endeavouring to shelter, what by a less noble mind would, perhaps, have been deemed a disgrace, under the too commonly adopted consolation, a petulant and frivolous reprehension of others. He published a very modest account of this desperate undertaking, in which he contented himself with saying, for his own justification, that if the force of the assailants had been double what it was, the attempt would have proved impracticable.

After his return from this unfortunate expedition he was appointed, in the month of November, to command the ships which convoyed the king from Holland. In 1695 he was stationed with a squadron, for the protection of trade, during a part of the summer, at the entrance of the Channel; and this appears to have been the only service in which he was engaged during that year. While thus employed he unluckily mistook a fleet of homeward-bound merchant ships for that of Brest, which was supposed to be at sea, and in such force as would have rendered it an act of the most extravagant rashness to have faced them. This unhappy error caused him to retire, through the justest motives of prudence, up the Irish Channel; and the passage being left clear, a considerable number of ships bound home from Barbadoes, as well as

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\* "When the men on board the ships saw only a few boats come off again, and the whole affair over, they began to be out of heart; and the marquis had much ado to bring them out of the bay. The Monk had not either a yard, or a sail, but was towed off: the rest of the vessels were brought away with great difficulty."

two others still more valuably laden from the East Indies, fell into the hands of the enemy.

No man of candour and integrity can, however, impute the smallest degree of *criminality*, on this occasion, to the marquis; nor has any historian, Burnet excepted, ever taken upon \* him to treat this accident in any other light than as a misfortune, which unhappily befel a good and brave man. This seems to have been the opinion entertained of it by the court; for, in the year 1697, he was appointed colonel of the first regiment of marines, and rear-admiral of the red †: but does not appear to have put to sea, with any command, after this time, during the reign of king William; nor, indeed, while he chose to retain his rank in the service, if we except his having, in the month of April 1705, taken the command of a squadron of six ships, with which he escorted the duke of Marlborough to Holland, and a fleet of merchant-ships from thence to England. He continued, however, on the list of admirals, and received the several regular promotions, till, at last, he attained the highest rank in the service, having, on the 21st of December 1708, been declared admiral and commander-in-chief of the fleet. He did not, however, ever take upon him the execution of this high trust, which was immediately afterwards transferred to sir John Leake.

From this time he continued to live totally in retirement with regard to the naval service, which he finally quitted in the year 1712, in consequence of the death of his father; by which event he became duke of Leeds. He enjoyed, many years, this high dignity, which he always maintained in its fullest lustre. Dying on the 25th of

\* "The marquis of Carmarthen was so *unlucky* as to mistake a fleet of merchant-men for the Brest squadron." And again,

"It appeared incontestibly, that the true source of our losses and of the French success, in this respect, was their having so good intelligence of all our motions.—Campbell, p. 126.

Hence it appears that the failure was, in a great measure, independent of the noble marquis.

† We rather believe this should be vice-admiral of the white, as we can find no other account of any promotion, in which he was concerned, till the 11th of March 1702-3, when he was, beyond a doubt, advanced from vice-admiral of the white to vice-admiral of the red.

June 1729, in the 71st year of his age, he was succeeded in his titles and estate by Peregrine Hyde Osborne, the survivor of his two sons\*.

The character of this worthy and spirited nobleman has never been traduced even by the most malevolent, but in a way which has exposed their own malice, instead of depreciating that high degree of merit all men, of real candour, must allow him to have possessed. Burnet calls him an extravagant man, both in his pleasures and his humours. The first, were it true, the public have but little, or, indeed, nothing to do with: and, for the second, we shall probably find but little difficulty in acquitting him of the charge, when we consider that as looking forward to those hereditary advantages of rank and fortune, generally supposed most conducive to worldly comfort and happiness, he, nevertheless, had patriotism or greatness of mind sufficient to encounter the dangers, difficulties, and hardships natural to a naval service. When he had, afterwards, so deservedly attained a most elevated rank in that very service, he had so much public spirit as to offer, in the year 1707, to sail with a small squadron to suppress a nest of pirates†; a command few men would have wished to undertake, and still fewer would have solicited. Let not therefore posterity suffer this great man's noble deeds to be any longer depreciated by injurious calumny, or his character deprived of that well-deserved fame which ought ever to preserve the memory of the just and brave.

MANLEY, Francis,—was appointed lieutenant of the York on the 11th of October 1688. He was promoted to the command of the Roebuck fireship on the 15th of January 1691. He was afterwards promoted to the Swan, or Sun Prize, a vessel stationed, in the year 1693, for the protection of the mackrell fishery. In this ship he was

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\* He married Bridget, only daughter and heir to sir Thomas Hyde, of North Myms, in the county of Hertford, bart. At the time of his decease he was lord lieutenant and custos rotulorum of the county of York; into which office he was sworn on the 19th of April 1713.

† "The marquis of Carmarthen having offered to go with a small squadron of ships of war to Madagascar, to suppress the pirates there, who were become very troublesome and dangerous to the navigation in those parts, the commons appointed a committee to consider that matter."—Tindal's Continuation, Ann. 1716.

unfortunately taken by the French, after a very gallant resistance. During the action he received several wounds which occasioned his death, while a prisoner in France, on the 15th of June in the above year.

MAYNARD, Francis, — was, on the 15th of June 1691, made captain of the *Assistance*. He was, not long after this time, removed into the *Mordaunt*, of forty-two guns, and sent to the West Indies, where this vessel was unhappily lost, off the island of Cuba, on the 21st of November 1693, and the captain as well as the whole crew perished.

PARTRIDGE, Robert, — was made captain of the *Thomas and Elizabeth* fireship on the 28th of May 1691, and is said to have been killed on board the *Griffin*, which he commanded, and was also a fireship, on the 9th of July 1692; but we have been totally unable to investigate any of the particulars relative to his death, whether it happened in action, or otherwise.

POUND, Thomas, — was, on the 5th of August, appointed commander of the *Rose*, of twenty-two guns, a prize taken some years before from the *Sallétines*, and now, by corruption, whimsically called the *Sally Rose*. He continued in this vessel, which was stationed as a cruiser off Dover, and the coasts of Kent and Sussex, till the end of the year 1693, when he was removed into the *Dover Prize*; from which ship he is said, very erroneously, to have been discharged on the 8th of August 1694. We have been unable, after the strictest search, to discover the cause, as well as the precise time, of his dismissal: but we know him to have commanded the *Dover Prize*, at that time on the Irish station, at the very latter end of the year 1695. To this we can however add, that after he did quit this ship, he never again returned to the service. The time of his death is unknown.

PROWTHOR, or PROWER, William, — was, on the 21st of July 1691, made commander of the *Saudadoes Prize*; in which vessel he continued till the end of the year 1693, when he was promoted to the *Anglesea*. In this ship, which was principally if not wholly employed as a cruiser, he met with considerable success, as well against the commerce, as the private armed ships of war belonging to the enemy. In the month of October 1694, he fell in

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with a very large French privateer, mounting thirty-eight guns, called the Saint Louis, which he captured, after a smart engagement of an hour's continuance. No farther mention is made of him in the reign of William the Third, he not having been employed, during the peace, after he quitted the Anglesea. On the accession of queen Anne he was made captain of the Yarmouth, of seventy guns, one of the ships sent out on the expedition against Cadiz; and died in the same command on the 17th of April 1703, being within a few months after the return of the fleet into port.

PUGH, Richard, — was made lieutenant of the Antelope, by commission from king James the Second, dated the 9th of September 1688. After the revolution he served on board other ships in the same station, being sent to the West Indies under commodore Wright, by whom he was promoted to the command of the St. Paul fireship. After the arrival of commodore Wrenn, who was sent to take the chief command on that station, he was advanced to be captain of the Norwich; which ship remaining in the West Indies, was unhappily cast away on the 6th of October 1692. The commander and all the crew perishing with her.

ROOK, Thomas, — was appointed lieutenant of the Adventure, by admiral Herbert, commander of the fleet in the Streights, on the 11th of Feb. 1681-2. After this time we find nothing relative to him, till he was, on the 4th of March 1691, appointed captain of the Blaze fireship. In the following month he was removed into the Hunter, a vessel of the same description; and, in 1694, was made captain of the Fubbs yacht, a species of appointment little calculated to promote renown. Having held the same station to the time of his death, on the 20th of May 1701, it prevents our having any thing more memorable to record of him, than his having, at different times, attended king William to and from Holland.

SHEERMAN, Thomas, — was appointed commander of the Spy fireship on the 19th of January 1691. In the following year he was promoted to the Tyger, of forty-two guns, and sent to the West Indies, under the command of sir Francis Wheeler: from this vessel he was, soon after his return, advanced to the Mary, of sixty guns,

one of the ships belonging to the main fleet. After the peace at Ryfwic he was again sent to the West Indies, where he died on the 15th of June 1699.

**SHORT, Richard,** — was appointed lieutenant of the *Europa* hired ship of war, on the 30th of April 1678; after which time we hear nothing of him for a very long interval, till we find him, on the 16th of April 1691, appointed captain of the *Blaze* fireship. In 1692 he was promoted to the *Nonfuch* of thirty-six guns; in which ship he was stationed, during the following year, at Boston, in New England, together with captain Fairfax, in the *Conception Prize*; for the protection of that coast. He quitted this vessel, on his return to England, in 1694; and we have no reason to believe was ever appointed to any other ship. He died on the 23d of May 1702.

**SOANES, Josiah.** — The first information we have been able to collect of this gentleman is, that he was made captain of the *Vulcan* fireship on the 23d of February 1691. In this vessel he continued till the month of July 1693, when he was promoted to the *James* galley, a frigate of thirty-two guns. This vessel, we believe was, not long after this period, sold to the merchants; and captain Soanes retiring for a time from the king's service, made several voyages in it to the Levant. He returned, however, to his former station soon after the accession of queen Anne, and was appointed commander of the *Dolphin*, a frigate of twenty-six guns; a vessel which, from its force, could only be employed as a cruiser against privateers, or in convoying the coasting trade; two services little likely to procure renown.

It continued to be his hard fate, through life, to meet with appointments and stations of this kind, for no particulars, worth commemorating, are to be met with relative to him, till we find him, in the year 1711, commanding the *Edgar*, of seventy guns, as captain to sir Hovenden Walker\*. Soon after the squadron sailed from St. Helen's

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\* A curious circumstance occurs relative to the rank of these two gentlemen. Captain Soanes, according to all the admiralty lists of captains, received his first commission on the 23d of February 1691; and sir Hovenden Walker, his admiral, not till the 17th of February 1692. The following is the best solution we can give to this problem,

Helen's the admiral shifted his flag on board the *Humber*. This was rather an unfortunate circumstance for captain Soanes, who was unhappily betrayed into an error in judgment while the fleet was on its passage\*, which subjected him to censure, notwithstanding it was, honestly speaking, occasioned by his too great eagerness for the service of his country.

Sir Hovenden re-hoisting his flag on board the *Edgar* soon after his arrival at Boston, he appointed Mr. Paddon, a much younger officer than Mr. Soanes, to command the *Edgar*, and removed Mr. Soanes into the *Swiftsure*, a ship of the same rate. It therefore evidently appears, that he had not suffered in the opinion of his admiral,

after the closest investigation. It was thought necessary, about this time, to make some distinction of rank between officers who commanded *fourth* rates and upwards, and those who were captains of *frigates* or vessels of inferior consequence. Those only who were of the first class were intitled to their flag in the course of seniority, and captain Soanes never having been appointed, till long after the accession of queen Anne, to any vessel larger than the *James* galley, a frigate of thirty-two guns, sir Hovenden Walker, who commanded a ship of the line even before the peace at Ryswic, became his senior on that list which regulated the promotion to the rank of admiral.

\* The following account of this affair is given by sir Hovenden, in an official letter, written by him to Mr. Burchet, secretary to the admiralty, dated *Edgar*, at sea, off Bird Islands, Aug. 14, 1711.

"The 28th of May, in the evening, a small ship, upon a squall clearing up, was seen to windward N. N. W. of us, standing to the south-eastward, the fleet then steering W. by S. the wind N. W. by W. but she, when it cleared up, perceiving the fleet, clapt immediately upon a wind; and the evening being too far spent, I thought it impossible for any ship to speak to her, without losing the fleet, which was of greater importance than taking a prize, because I often had occasion for the men of war to tow the lag and leeward ships; I therefore made no signal to chase. Notwithstanding which, and an order I had given not to hazard the loss of the fleet in chasing, upon any presence whatsoever, captain Butler, in the *Dunkirk*, and captain Soanes, in the *Edgar*, chased, though they were appointed to repeat all the signals I made for the better keeping together the great number of transports; and the *Dunkirk* never joined us till we found her at Nantasket; the *Edgar*, indeed, joined us next day.

"This I thought so great a breach of orders and discipline, that I believed myself obliged to call those two captains to answer for what they had done at a court-martial; the sentences of which I herewith send, whereby captain Soanes was fined, and captain Butler dismissed his command."

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notwithstanding he had, in some degree, swerved from the strict letter of his duty. The account of the failure of the Canadian expedition more properly belongs to the life of sir Hovenden Walker, so that we shall not take any notice of it in this place. He does not appear to have held any commission after he returned to England; and, in the year 1718, retired altogether from the service, being appointed lieutenant-governor of Greenwich hospital. This very honourable station he enjoyed till the hour of his death, which happened on the 10th of September 1737; at which time he had attained a very advanced age.

WARREN, George,—was, on the 19th of September 1691, appointed commander of the *Pembroke*, a frigate of thirty-two guns. He was immediately afterwards sent to the northward to convoy, from thence, a fleet of colliers. He had the good fortune to capture, during his passage, a French privateer, together with a prize she had just before taken. He continued to be employed in the same line of service, though without experiencing the like success, till the end of the following year, when he was sent to the West Indies, under the command of sir Francis Wheeler. He unhappily died there on the 20th of April 1693, being soon after his arrival on that station.

WRIGHT, John,—was appointed commander of the *Cadiz Merchant* fireship on the 29th of June 1692, and died on the 17th of October following.

## 1692.

ALLEN, William,—was appointed captain of the *Tyger* on the 1st of July 1692. During the following year he does not appear to have held any commission, nor is any mention made of him in any official papers whatever till the year 1694; at which time he commanded the

Saudadoes, or Saudadoes Prize\*; it does not distinctly appear which; nor is it at all material. He was promoted soon afterwards to the Bonadventure, of fifty guns, and sent, in the month of May 1696, to Hudson's Bay, in company with the Seaford frigate. He rendered a very valuable piece of service to his country during this expedition, by recovering, from the enemy, York fort, and other settlements on Hudson's Bay, which they had, a short time before, made themselves masters of. He was on his return to England†, and almost entering the Channel, when he fell in with a large French private ship of war, mounting fifty guns: it was in every respect equal, in point of force, to the Bonadventure, having formerly been a ship in the English navy, and then called the Mary Rose‡. An engagement consequently ensued; in the course of which captain Allen, who conducted himself with the utmost gallantry, received a desperate wound, of which he died in about two hours. The Bonadventure having unfortunately received some considerable damage in her sails and rigging, the enemy made their escape.

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\* The latter was certainly the ship he commanded, as appears from the following letter, dated from on board the vessel, July the 27th, 1694. The relation is too honourable to the memory of captain Allen to be omitted.

“On the 23d, cruising off La Hogue, in company with the Hind pink, we espied, in the morning, six sail, which proved to be French ships; one a frigate of twenty-six or thirty guns; three of them privateers, from sixteen guns downwards; and the other two merchant-ships, of one hundred and eighty tons each. They all stood into Granton bay, where one of the merchant-ships ran ashore, about three miles short of the rest; but she was fetched off, and carried away by two privateers of Guernsey, while we engaged the enemy, which we did for six or seven hours: at last they all put their ships aground, and left them. We sent in our boats in hopes to have burnt them; but the shore was so lined, with horse and foot, that we could not effect it. The 24th, in the morning, we espied five sail, and stood after them: they proved to be English, under convoy of the Swallow Prize; upon which we returned into the bay, and found that four of the above-mentioned French ships were got off again, and were sailing close under the shore. We gave them chase till night, and the next morning went back to the bay; where, with our boats, we burnt the other merchant-ships, notwithstanding they fired very warmly from the shore to defend her.”

† On the 21st of November 1696.

‡ Captured by the enemy some time before.

**BARKER,**

**BARKER, Jedidiah**, — was appointed captain of the *St. Vincent* fireship on the 24th of June 1692. He remained in this vessel a considerable time, most probably till the year 1695, when he was promoted to the *Lyon*. During all this time he does not appear to have had any opportunity of distinguishing or rendering himself conspicuous, out of the common routine of service, and regular duties of his office. In the following year he was advanced to the command of the *Stirling Castle*, a ship of seventy guns, and sent home, from the *Streights*, commander of the convoy ordered to accompany a small fleet of merchant-ships bound from *Cadiz* to *England*.

During his passage he fell in with a Squadron of French ships of war, from whom, by his prudent as well as spirited conduct, he had address enough \* to protect his whole charge ;

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\* In justice to this very brave transaction we have thought it incumbent on us to insert the following particular account of it.

“ May the 7th, 1697. On the 25th of the last month his majesty's ship, the *Stirling Castle*, captain Barker commander, with the *Berwick*, and *Joseph* fireship, sailed from *St. Antonio*, bound to *England*, having under their convoy eleven sail of merchant-ships, viz. Six English and five Dutch, besides the *Britannia* victualler and a French prize, laden from *Martinico*, which captain Barker took on the 15th of March in his voyage outward.

“ On the 29th, in the morning, being about 60 leagues to the westward of *St. Antonio*, we saw a sail to windward bearing down to us; to whom the *Berwick* gave chase, and came almost up with her about noon; at which time three sail more appearing in sight to windward, the *Berwick*, upon a signal from captain Barker, gave over chase and returned to the fleet. Those three ships joined the other, and then all four bore down to us, and so kept us company all night. The next morning we saw another sail a-stern, who also joined the four former; and all of them came up near to us; whereupon we shewed our colours, and they hoisted French colours. Several signals were made on board the commander of them, to whom the other ship's boats went very frequently. We got in readiness to engage them; and captain Barker made a signal for four of the largest merchant-ships to draw, with the *Berwick*, into a line of battle. About noon, the enemy's consultations being ended, they all five bore down to us within gun-shot: two of them were ships of about seventy guns each, the other three carried fifty, thirty, and twenty guns. Captain Barker fired several shot at them, and particularly at the commander, who thereupon immediately luffed up without gun-shot. They continued to keep us company till the 2d instant, when, being about ten leagues to the westward of *Ushant* at four in the morning, and the French be-

charge; an action fully sufficient to establish his future renown. He continued in commission during the whole peace; and, in 1701, was sent to the West Indies as commander of one of the ships belonging to admiral Benbow's squadron. He died there on the 12th of January 1702, before the commencement of hostilities with France.

BOWLES, Phineas,—was, on the 31st of March 1692, made captain of the St. Paul fireship. He did not long remain in this vessel, being promoted early in the following year to the Assistance, of forty-two guns, and sent, in the month of June, to Newfoundland, with a convoy. In 1695 he was captain of the Lime frigate, a vessel employed, during the autumn of that year, as a cruiser in the Channel. In this occupation he was very active and successful, having captured many small privateers, and rescued several prizes which had fallen into their hands. In the month of December he was sent out in this same vessel as one of the convoy, commanded by commodore Moody, that was to attend the Turkey fleet. On his return from this service, in May 1696, he was advanced, in the ensuing month, to the command of the Loyal Merchant, a ship of fifty guns; and was, not long afterwards, removed into the Norwich. In this ship he was sent to the West Indies, where he unhappily fell a victim to the climate, which, about that time, proved so fatal to such a number of his contemporaries. He died on the 4th of November 1698.

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ing to windward and having a fresh gale at south, they all bore down again almost within gun-shot of us; at which time three sail appearing in sight ahead of us, two of which stood to the westward, and the other to the eastward; the last was a ketch, and we suppose a prize. The five French brought to astern: one of the other two, which were ahead and stood to the westward, being a ship between twenty and thirty guns, when she could fetch us tacked, and stood athwart us, shewing an English ensign, and designing, as we thought, to speak with us: but when we saw she would go from us, the Berwick fired three shot at her. However, she got away and stood to the other five; whom, having spoke with, they all laid by a considerable time; and then making sail, stood to the westward: after which we saw them no more, and made the best of our way homeward. On the 9d instant, captain Barker, with the Berwick and fireship, and all the merchant-ships above-mentioned, arrived at Scilly."

BRAITH-

**BRAITHWAITE**, James,—a descendant of a very respectable family in the county of Westmoreland, was, on the 6th of December 1692, made captain of the *Hawke* fireship: on the 6th of January following he was promoted to the command of the *Resolution*, of sixty guns, on board which ship sir F. Wheeler had just before hoisted his flag as admiral of the fleet bound to the West Indies. Captain Braithwaite died there almost immediately after his arrival.

**BRITIFFE**, Charles,—was made commander of the *Russel*, of eighty guns, on the 14th of June 1692; and, very soon afterwards, of the *Ossory*, a second rate. He continued for a short time only in this ship, being soon after succeeded by captain Leake, and removed into the *Portsmouth*, a frigate of thirty-two guns. In this vessel, which, after the return of the main fleet into port, was employed wholly as a cruiser, he had the good fortune, in the month of November, to fall in with and capture, after a smart action, a large privateer belonging to St. Maloe's, called the *Hyacinth*, pierced, as well as the *Portsmouth*, for thirty-two guns. In the month of July 1693, he was appointed captain of the *Crown*, a fourth rate. After which time we have no intelligence relative to him, except that he commanded the *Chichester* in the beginning of the year 1696; and was dismissed, soon after that time, from the service, but for what particular reason is not mentioned. He never appears to have been reinstated, and died some time in the year 1703.

**BROWN**, Nathaniel,—was appointed commander of the *Falcon* frigate on the 17th of March 1692; and being sent, early in the following year, under sir Francis Wheeler, to the West Indies, died there on the 28th of June ensuing.

**CONSTABLE**, John,—was made captain of the *Katherine* storeship on the 14th of November 1692. He was, early in the year 1694, promoted to the *Shoreham*, a new frigate just launched. In this command no man could have acquitted himself with greater propriety, ability, and spirit; qualities, to which the latter part of his conduct, as an officer, very ill suited. When employed as a cruiser he was diligent, spirited, and alert; and when occupied in the charge and protection of merchant-ships

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committed to his convoy, was prudent, attentive, and circumspect. He continued captain of the *Shoreham* till the end of the year 1696, when he was promoted to some ship of the line, whose name does not appear.

The peace being concluded at Ryfwic, in 1697, his ship was put out of commission, and he was not again employed till the year 1701, when he was unfortunately appointed captain of the *Windsor*, one of the ships sent to the West Indies, under vice-admiral Benbow. The melancholy event of which expedition, as well as the circumstances which led, and conduced to it, have been already given at length in our account of that very brave and enterprising commander\*.

It is necessary, however, in justice to captain Constable, to remark, that, notwithstanding his conduct was, in every respect, scandalous and dishonourable, it was not so infamous and criminal as that of captains Kirkby, Wade, and Hudson. Acquitted of the charge of cowardice, he was only sentenced to be cashiered and imprisoned during the queen's pleasure. It is almost needless to add, nothing is known of him after this time, except that he was sent home prisoner to England.

CORNWALL, Charles, — the descendant of a very respectable family long settled in the county of Hereford, was appointed commander of the Portsmouth sloop on the 16th of September 1692. In this vessel, which mounted only sixteen guns, captain Cornwall continued, in all probability, for some time†. We have at least a very extraordinary, if not unequalled instance in this gentleman, of its being possible for an officer to serve, with the most irreproachable character, and to attain a very high rank in the service, without ever having it in his power to encrease his reputation, by any of those brilliant exploits which fortune throws in the way of her greater favourites.

We must, indeed, except that in 1694 he commanded the *Adventure* frigate; and having been sent, with admiral Russel, to the Mediterranean, had the good fortune, in the month of November, to capture two very valuable ships bound from Marseilles to Lisbon. He also

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\* See page 233 et seq.

† And we believe was re-appointed to the same vessel, or to the *Bridgewater*, after the accession of queen Anne.

bore a considerable and distinguished part in the action, with the *Content* and *Trident*, which took place in the month of January following\*, and was immediately afterwards promoted to the *Plymouth*, as successor to captain Killebrew, who was killed in the action above-mentioned.

We find not, after this time, the smallest mention made of him, either in history or any of the private or official documents we have been able to procure, till the year 1711; at which time he had served nearly twenty years as a commander in the navy. The information we have, even at this time, is almost too trivial for insertion, except on the ground that all biographical particulars rise, in supposed value, in proportion to their scarcity. Mr. Cornwall was, at the time above-mentioned, captain of a ship of the line on the Mediterranean station, and entrusted with the command of the convoy appointed to the homeward-bound Turkey fleet. After the accession of George the First, in 1714, he was made comptroller of the store-keeper of the navy's accounts, as successor to Mr. Jennings, who retired with a pension. He held this station two years and then returned to the service, on being advanced to be rear-admiral of the blue, on the 16th of June 1716. On the 24th of July he was still farther promoted to be rear-admiral of the red; as he was again, on the 1st of February following, to be vice-admiral of the blue; and on the 15th of March, to be vice-admiral of the white. Previous, however, to his latter promotions, he was appointed to the command in the Mediterranean, in the month of October 1716, as successor to vice-admiral Baker; being at the same time invested with the high character of plenipotentiary for concluding a peace with the emperor of Morocco.

He hoisted his flag, on this occasion, on board the *Argyle*, of fifty guns, that ship being thought of sufficient force and best adapted to the service on which he was sent, which was merely to punish the insolence, and restrain the depredations of the Salletine corsairs. He continued constantly and diligently employed on this kind of service till the arrival of sir George Byng in the Mediterranean,

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\* See page 329.

with a strong fleet, in the month of July 1718; when Mr. Cornwall, according to his instructions, joined him with his small squadron, and taking the command of the second, or van division, shifted his flag into the *Shrewsbury*, of eighty guns. We have some reason to believe he had either removed his flag into the *Burford*, or was not present at the well-known action with the Spanish fleet off *Cape Passaro*: the latter we are rather inclined to believe, notwithstanding, in Mr. Corbett's account of the Sicilian expedition, as well as in Campbell, he is expressly said to have acted as admiral in the second post, having his flag on board the *Shrewsbury*.

The line of battle given in *Lediard*, which we believe to be the most correct, as it agrees best with other points, differs materially from those we have already mentioned. The van division is, indeed, said to have been under vice-admiral Cornwall; but, from the circumstance of captain *Walton* being detached, in pursuit of the Spanish rear-admiral *Mari*, with that part of the fleet which was properly under Mr. Cornwall, we are inclined to think he was not present; and are rather strengthened in this belief, from not finding the least mention made of him, by *sir George Byng*, in his account of the engagement alluded to.

Immediately afterwards, however, he shifted his flag back into his old ship the *Argyle*, and was detached, by the admiral-in-chief, to convoy the prizes back to *Mahon*. After having fulfilled this instruction he repaired to *Lisbon*, most probably on account of his health, which had long been in a very uncertain, precarious state, and now proved past recovery, the vice-admiral dying there on the 7th of November 1718.

*EMMS*, *Fleetwood*,—was appointed commander of the *Extravagant* fireship on the 13th of January 1692. We have not been able to collect any circumstances relative to this gentleman, except that, during the course of the war, he was promoted to some ship of the line, and continued to hold the same honourable charge after the peace at *Ryswic* had taken place. After the accession of queen *Anne* he was made captain of the *Restoration*, a third rate. This ship was one of those unhappily lost in the *Great Storm*, which happened on the 26th and 27th of November in that year, being driven, by its violence,  
on



on the Goodwin Sands, and the captain, as well as all the crew, perishing with her.

**FLETCHER, John.**—The first appointment we find this gentleman to have obtained was, to be captain of the *Britannia*, a first rate; the ship on board which the commander-in-chief of the fleet always hoisted his flag. This commission was dated on the 1st of Feb. 1692: he consequently was present, and in a very eminent station, at the glorious victory, obtained over the French, off La Hogue. He was properly the commander of the ship, and entrusted with the direction of it, being what is called second captain\*. He continued to hold this station till the month of July 1693; after which time we believe him to have obtained no commission till the end of the year 1695, when he was made commander of the *Elizabeth*, of seventy guns. He most probably continued in this ship till the peace; and was, after that event, appointed to some other ship of the line, of which he continued commander during the remainder of king William's reign. After the accession of queen Anne he was appointed again to the station of a second captain, being made commander of the *Royal Sovereign*, a first rate, the ship on board which sir George Rooke hoisted his flag as commander-in-chief of the fleet sent on the expedition against Cadiz. After his return from thence he was removed into the *Royal Catherine*†; in the command of which ship he died sometime in the year 1704.

**FOLJAMB, John,**—was, on the 20th of July 1692, appointed commander of the *Unity* hired ship of war. He continued in the same vessel during the following year, and was sent out to the Canaries. We have no information of him after this time till the year 1703, when he was made commander of the *Pendennis*, of forty-eight guns, except the knowledge that he commanded a ship of the line towards the latter end of the former war, and the peace which succeeded it. The last action of his life leads posterity to lament, his gallantry had not a much

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\* A rank and station still preserved, and most wisely too. The first captain being an assistant in the grand scale of service, to the commander-in-chief, in the management and direction of the fleet.

† He was captain of this ship at the time Charles, king of Spain, was carried to Lisbon; on which occasion he was presented, by his majesty, with his picture set with diamonds, and a purse of one hundred guineas.  
earlier

earlier and more fortunate opportunity of displaying itself in the service of his country. Being attacked by a very superior enemy, he defended himself with the utmost resolution as well as prudent conduct; nor did he yield up his command till the shattered state of his ship, the slaughter of his people, and his own weakness, from the repeated wounds he had received, rendered him perfectly incapable of making any farther resistance. He died in a few hours after the Pendennis surrendered. This unhappy accident took place on the 20th of October 1705.

GRANTHAM, Caleb,—was appointed commander of the *Warspight*, of seventy guns, on the 13th of January 1692. He was present in this ship, and greatly distinguished himself in the engagement off La Hogue. He continued in the same station during the following year, when fortune did not afford him any similar opportunity of displaying his resolution and gallant spirit. The *Warspight* needing such repairs about the conclusion of this year, as made it necessary to put her out of commission for a time: and a life of inactivity, especially in time of war, ill suiting the active temper of captain Grantham, he accepted, in 1694, of the command of the *Falmouth*, a fourth rate; in which he, soon after his appointment, accompanied admiral Russel to the Mediterranean. While on this station he distinguished himself in the most signal manner\*, in the engagement between the light squadron, under the command of captain Killigrew, and the two French ships of war, the *Content* and the *Trident*, which ended in the capture of the two latter.

His gallantry was, immediately afterwards, very properly rewarded, by admiral Russel, with the command of the *Content*, the largest of the two prizes. As soon as this ship was refitted, which was done by the latter end of

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\* "It was four in the afternoon before the *Plymouth*, commanded by captain Killigrew, could get up with them; and the wind being then calm, she alone engaged both the French ships for the space of more than an hour, in which time captain Killigrew was killed with a cannon shot: then came up the *Falmouth*, captain Grantham, who bravely engaged them for near another hour, till the other four English frigates came in, when the French separated."

Acc't. from Leghorn, dated Feb. 28, 1694-5.

August,

August, he sailed to join admiral Ruffel; and returned with that commander, to England, in the month of October. We have no account to be depended upon after this time, whether he ever held any commission or command. He is said, indeed, by many, to have died captain of a ship of the line, in the East Indies, in the year 1698. This we are certain is a mistake, for in an *official* MS. list of the naval commanders, we find him returned as alive, and holding no commission, in the year 1699. It is, moreover, well known that he died in England, but in what year does not appear.

GRIFFITH, Richard, — was the son of captain Richard Griffith, a naval commander in the reign of Charles the Second\*. He was appointed commander of the Mary galley, of thirty-four guns, on the 22d of April 1692. He continued captain of this ship during the following year, being principally employed in conveying the trade to and from Lisbon. He accompanied admiral Ruffel to the Mediterranean in the following year, we believe, as captain of the Essex; and, in the month of August 1695, was appointed to the Trident, of fifty guns, one of the ships taken just before by captain Killigrew's light squadron. He returned to England, with the fleet, in the month of October; and we hear nothing farther of him till the year 1703, when he commanded the Bridgewater, a cruising ship on the Irish station. He is said, by some, to have taken post only from the 27th of April 1697; and his commanding so small a ship as the Bridgewater at this time, seems rather a confirmation of this supposition: nevertheless, the many concurrent testimonies we have of the contrary, forbid us to admit it as a truth: for if the above suggestion is the fact, he must have continued an acting captain for five years before he was admitted to take post; a circumstance, at that time of day exceedingly unusual, if not totally unprecedented. Some time after this we find him captain of the Swiftsure, a third rate; in which ship he was appointed, having the Warspight, of the same force, under his command, to escort to Lisbon, a convoy of fourteen ships, in the month of February 1706-7. They unfortunately fell in, very soon after they had cleared the land, with a French fleet of sixteen or-seventeen ships of war, which were accidentally, and

\* See Vol. I. p. 334.

unknown either to captain Griffith, or ministry, on their passage from Brest to the West Indies. A few were consequently captured, but by far the greater part, both in point of numbers and value, happily effected their escape.

Prince George of Denmark, at that time lord high admiral, and those who were of his council in that capacity, were very far from being popular. Every trivial miscarriage was swelled, by the extravagant embellishment of party rhetoric, into a national misfortune, which, by being frequently repeated, must at last produce its ruin. This accidental success, therefore, of the enemy formed a principal section in the address presented to the queen, by the house of lords, on the 25th of February 1707-8, relative to the mismanagement of the navy. The prince's answer to this part of the charge was perfectly exculpatory of captain Griffith; the misfortune being charged, in the ever-prevailing tone of truth, to its true causes, unforeseen accident and the want of information, that so powerful a force was at sea. But the clamour of party was not to be so easily satisfied. In a replication made by the house of lords, to the prince's answer, captain Griffith's was charged with not having kept company with a Dutch squadron of nine ships of war, under admiral Vandergoes, bound also to Lisbon; with having loitered his time away negligently off Plymouth, and with not having crowded more sail to get away from the enemy's fleet, when he first descried it.

These several points were mere naked assertions of criminality, totally unsupported by any thing like evidence: but admitting them for a moment to be strictly true, none of them attach in the smallest degree on captain Griffith. To the first it may be fairly answered, he did not keep company with admiral Vandergoes, because it was not a part of his instructions that he should. To the second, that he remained off Plymouth no longer than was necessary to collect his convoy. And to the third, if he was slow in making sail it was because he entertained not the most distant idea, that the fleet in sight was that of an enemy. Of all the offences that can possibly occur in the conduct of an officer, those with which captain Griffith was charged, on this occasion, are least likely to be true.

Want

Want of resolution, an unhappy negligence, or mistake, may sometimes be found; because they are among those unfortunate defects to which human nature is liable. But in the present charge there is implied a wilful and perverse criminality which reason revolts at crediting, because a precedent is; perhaps, wanting of its ever having existed.

Of this opinion was the court-martial, held at Lisbon, to enquire into the conduct of captain Griffith. Honourably acquitted, he was restored to his rank and command; as well as to the good opinion of all candid, unprejudiced men. He sailed for England with sir Cloudesley Shovel, and the Mediterranean Squadron, in the month of October; and happily escaped the destruction in which that brave commander, together with several ships of his unfortunate Squadron, were involved. It is not known whether he ever was appointed to a ship after this time: on the contrary; indeed; it is believed he lived ever afterwards retired from the service, and died about the year 1719.

HARTNOLL, John,—was, on the 3d of December 1692, made commander of the *Hawke* fireship. In 1693 he was promoted to the *Archangel*, an hired ship of war, mounting forty-eight guns, and was sent to escort the fleet bound to Virginia. After this time we meet with no account relative to him till the year 1697, notwithstanding, during this interval, we believe him to have commanded a ship of the line, the name and station of which we have been totally unable to discover. At the time above-mentioned we find him noticed in the *Gazettes*, No. 3316, and 3323, as captain of a ship called the *Lewis*, and as the captor of a French privateer, of sixteen guns and sixty men. During the peace, which was concluded soon after this time at Ryswic, he does not appear to have been employed. Some little time after the accession of queen Anne, he was appointed to the *Chichester*, of seventy guns; in which ship he served, during the summer of 1703, in the West Indies, under vice-admiral Graydon. A second remarkable interval now takes place in our information, which is totally at a stand in regard to Mr. Hartnoll's services, till the year 1708; at which time, being captain of some ship, we believe the Restoration, employed in the Mediterranean under sir John Leake, he was appointed, by that admiral, to act as lieut.-colonel

of a battalion of seamen embodied for the purpose of assisting in the reduction of the island of Sardinia.

Whatever might be the ship he commanded at the above time, it is certain that, in the following year, he was captain of the *Restoration*, one of the ships belonging to the squadron under lord Durlley, who detached him with four ships, besides that he himself commanded, to cruise to the westward of Scilly, for the protection of some very valuable ships from India, whose arrival was daily expected. In the month of February 1709-10, he had the good fortune, in company with the *Auguste*, to capture four very valuable merchant-ships, bound from Nantz to Martinico. This is the last mention we find made of him in the line of public service, from which, it is most probable, he soon afterwards retired. He died, in England, in, or about the year 1723.

HUGHES, William,—was appointed lieutenant of the East India Merchant, an hired ship of war, in the year 1666: after which time his name is not again mentioned till he was appointed commander of the *Hampshire*, on the 1st of April 1692. He continued in this ship during the following year, principally employed as a cruiser. No farther particulars, relative to him, are known, except that he unfortunately fell in a duel on the 4th of April 1696.

JUMPER, Sir William. — Few men, who have not lived to attain the rank of commanders-in-chief, or, at least, flag officers, have ever acquired so much renown as this gentleman; fortune having been singularly bountiful to him, in throwing, perhaps, a greater number of opportunities of distinguishing himself, as a private captain, than, probably, ever before fell to the lot of any single person. His first commission was that of second lieutenant of the *Resolution*, which he received from the lord Dartmouth, at that time commander-in-chief of the fleet, on the 29th of November 1688. Having served afterwards with distinguished reputation, as lieutenant of various ships, he was, at last, promoted, on the 17th of February 1692, to be commander of the *Hopewell* fireship. In the following year he was captain of the *Saudadoes*, of sixteen guns, one of the light vessels belonging to the main fleet. He was, in the month of July, promoted to the *Adventure*, of forty-four guns, a ship, though of much  
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superior force, employed in the same line of service as the former.

His diligent attention to the duties of his station procured him, in 1694, a still farther promotion, to be captain of the *Weymouth*, a fourth rate; a command, in which he quickly acquired the greatest renown. Being on a cruise off the coast of Ireland, in the month of June, in company with the *Medway*, at that time commanded by Mr. Dilkes, they fell in with a very large private ship of war, belonging to St. Maloe's, called the *Invincible*\*. The *Weymouth* being by far a better sailing ship than the *Medway*, began to engage the enemy at two o'clock on the morning of the 17th of June. The *Invincible* used every possible endeavour to escape, and had so far the advantage, in point of speed, that the *Weymouth* was unable to close with her till after a running fight, which continued till eight o'clock at night. The *Invincible's* main-top-mast being then luckily carried away, the *Dunkirk* was enabled to join the *Weymouth* in the attack, which the enemy prudently prevented by an immediate surrender.

On the 31st of the same month, after a very long chase, he took a second, of inferior force indeed to the first†, but little less consequential in a national point of view, as it had done incredible mischief to the commerce of the allied powers, and was esteemed one of the best sailing vessels that ever put to sea. On the 31st of August following he took a third, mounting twenty-eight guns. The captain of this vessel being a man of most daring spirit, and having a chosen as well as numerous crew to support him, did not surrender till after a desperate action, in which he had thirty of his men killed, and twenty-five wounded, the major part of them mortally. Having received intelligence, about the middle of September, of a fleet of ships being seen off Ushant, captain Jumper hesitated not a moment in putting to sea in search of them, and soon afterwards overtaking them, he was unhappily disappointed in finding them all neutral ships, bound indeed to different ports in France, but which, from the nature of their cargoes, the laws of

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\* Carrying fifty-four guns and three hundred and forty men.

† Mounting twenty-four guns.

nations, and treaties then existing, forbade him to make prize of.

On the 23<sup>d</sup> of the same month he was again equally unfortunate; for having, during his chace of a large French ship\*, carried away both his fore-top-mast and fore-top-gallant-mast, his antagonist deriving courage from this misfortune, tacked and bore down upon him with much appearance of resolution: but on captain Jumper receiving him with a broadside, disliking so rough a salutation, he again betook himself to immediate flight, which the disabled state of the Weymouth rendered our English commander incapable of preventing.

The Weymouth being employed, for some months after this time, in convoying the fleets to and from Ireland, we find nothing very interesting relative to this gentleman till May 1695, during which month he captured two privateers, one of fourteen, the other of sixteen guns. On the 19<sup>th</sup> of July he fell in with another large privateer belonging to St. Maloe's, called the Count Revelle, pierced for forty-eight guns, though having only thirty-six on board. Being of larger dimensions than the Weymouth herself, and the French commander a man of natural gallantry, a very spirited contest ensued; in consequence of which, the enemy having lost all their masts and a considerable number of their men, were at length compelled to surrender. He had soon after this some success against the commerce of the enemy, from whom he took two or three very valuable prizes.

In the month of November, he captured a large private ship of war, which had been lent by the king to the merchants, and, when in the service of the former, had mounted forty guns, but when captured had only twenty-four. This rapid tide of success, which, with a few exceptions, had so long and happily attended him, was interrupted, in the course of the following month, by a very melancholy private misfortune.

Having returned into Plymouth to recruit his stock of water and provisions, as he was coming on shore in his pinnace, accompanied by his wife, and a captain Smith

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\* Called the Count de Thoulouse, of St. Maloe's, mounting forty-four guns.

who



who commanded the *Portland*, the boat overboard, and captain Smith, as well as Mrs. Jumper, unhappily lost their lives\*. Captain Jumper, as soon as he had in some degree recovered from this shock, again put to sea, and in the month of February captured a large French privateer, of twenty guns, and several other prizes of inferior consequence. He continued during the whole of this year employed on the same kind of service; and in the beginning of the month of December engaged and captured a French ship of war, called *Fougeux*, pierced for sixty and mounting forty-eight guns, which striking on a rock during the engagement, sunk soon afterwards. Having in the interval captured several merchant-vessels of small note, on the 22d of the same month he fell in, about 30 or 40 leagues to the southward of Cape Clear, with a French ship of war, mounting fifty guns, which he engaged, and, in all probability, would have taken, but that some cartridges taking fire on board the *Weymouth*, blew up the round-house, and disabled many of the men upon the quarter-deck. During the confusion occasioned by this accident, the enemy seized the opportunity of edging away; but the fire being presently extinguished, captain Jumper pursued, and once more brought his antagonist to close action.

A second most unfortunate event deprived captain Jumper of that reward his gallantry certainly merited, and would, but for that, undoubtedly have obtained. The French ship endeavouring to pass ahead of the *Weymouth*, they both fell on board each other, and the main-mast of the former carried away the latter's bolt-sprit; the loss of which was immediately followed by that of all the masts. We scarcely need add the enemy was, by this misfortune, enabled to make his escape. The same routine of general good fortune, excepting the little disappointments we have already noticed, still continuing to attend him, in the month of April he captured a privateer, belonging to *Granville*, mounting eighteen guns, six of which she had, in vain, thrown overboard to accelerate her escape.

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\* Mrs. Jumper was alive when taken up, but died almost immediately afterwards.

In the month of July he displayed much adroitness and spirit in the attack of a French vessel, of which we have the subjoined account, given in a letter written by himself. He remained in the same command during the war, which did not continue long after this time; and was removed in the following year into some other ship of the line, whose name is not given, although he was employed in the same station till the accession of queen

\* "From on board his majesty's ship the Weymouth, Aug. 19, 1697,

"The 19th, in the afternoon, I saw a sail to leeward, between the land of Olonne and St. Martin's island, and understood, by a Biscay privateer, of six guns, whom I spoke with, that it was a French man of war; and that there were several others cruising along the shore, between Belle Isle and Bourdeaux, whereupon I crowded sail to leeward to him, trimming my sails on a wind though I went before it, that he should not discover my square yards, keeping my head to him, and making a little yaw sometimes to show my French ensign. He kept his wind to me and braced so. I saw several fisher boats, and to leeward of them a fleet of about forty sail standing into the land. Another frigate that was at anchor under a castle weighed and stood off to us; and believing I could bear them both, I brought all the strength I could on one side for dispatch: the man of war, first mentioned, coming near, suspected me, and made sail off shore; but I out-failed him, and went close under his lee side. My main-yard brushing his main-shrouds, we asked him whence he came; and told him we were from Brest, and he answered from Rochfort. I kept my French ensign flying to prevent his firing at my masts till I was near enough; then put up the English ensign and poured a broadside in him. Most of the shot went out on the other side, killed one lieutenant and eleven men; we wounded desperately as many more; the captain himself being shot in the belly. I braced my main-top-sail aback; and before half the other round was fired the French struck, being called *L'Aurore*, of Rochfort, the king's ship, one year old, in the nature of our galleys, carrying twenty guns on the upper deck, none on the lower deck, but four on the quarter deck, and between decks small ports for oars, being the best sailer I ever met with by a wind. Having secured the prize I made ready for the other, but he tacked about a mile and a half from me, and ran to the fleet before-mentioned. I then made a signal for the prize to follow me; and we chased the fleet, which stood in, and got into St. Martin's before we could reach them, I took this ship four leagues S. W. from the headland of Olonne, where she had been watering two days before. The other was a ship of twenty guns likewise; and the fleet I understood came from Bourdeaux, with a convoy of forty-six guns. I lay there three days after, but could get nothing, except a row-boat, in a calm, who was sent to know what we were, but would not come near."

Anne,

Anne. He was then made captain of the *Lenox*, one of the ships sent, under sir George Rooke, on the expedition against Cadiz; in which attack he, perhaps, bore a greater part than any other naval commander, being ordered to cannonade St. Catherine's fort, and cover the landing of the troops: a service he completely executed, and with the most spirited address. In the following year he accompanied sir Cloudefley Shovel, to the Mediterranean; and some time after the fleet arrived on that station, was detached to Scanderoon with a convoy. He came back to England in the month of December; and in the following year, still keeping the command of the *Lenox*, again returned to the Mediterranean with the fleet under sir G. Rooke.

The brilliant success which crowned this expedition is well known; and in every operation the bravery of captain Jumper was singularly \* conspicuous. After being most eminently instrumental to the reduction of Gibraltar, he signalised himself no less remarkably at the battle off Malaga, having engaged and driven three of the enemy's ships out of the line. He was dangerously wounded in this encounter; but was not prevented, by that accident, from continuing in service: nor does it even appear he ever quitted his ship on the above account. It is a singular circumstance, worthy to be remarked, that he never changed his ship after the accession of queen Anne, during his continuance in service; a service of many years continuance. Soon after his return to England he received the honour of knighthood as a public and

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\* "The admiral considering that by gaining the fortifications at the South Mole Head, he should of consequence reduce the town, ordered captain Whitaker, with all the boats armed, to endeavour to possess himself of it, which was performed with great vigour and success by captain Hicks and captain Jumper, with their pinnaces and other boats; and with the loss only of two lieutenants and forty men killed, and about sixty wounded, by the springing of a mine, that blew up the fortifications upon the Mole: however the confederates kept possession of the platform, which they had made themselves masters of."

Boyer's Ann. of Q. Anne, 1704.

The order was no sooner issued for captain Whitaker to arm the boats, than captain Hicks and captain Jumper, who were nearest the Mole, pushed on shore with their pinnaces, and actually seized the fortifications before the rest could come up.

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highly

highly deserved mark of the royal approbation of his conduct.

In 1705 he again returned to the Mediterranean, which, although it was now become the only probable seat of naval war, did not, after the battle off Malaga, produce any contest, except between small detachments and single ships, for such was the extreme caution of the enemy, that they chose rather to suffer the combined fleet to continue masters of the sea, than again even attempt a dispute for its dominion. In pursuing this conduct they, perhaps, acted prudently and politically; and it might be more real advantage to their cause, than a vain contest for victory, or even the victory itself. The allied powers were annually compelled to equip a formidable fleet, at an immense expence, to watch the motions of the enemy, while that enemy, without incurring any expence at all, kept her fleet quietly laid up, and yet derived every advantage, except that of conquest, which could be expected from it.

Sir W. Jumper, however, as well as the rest of his brave cotemporaries, had, in consequence of these measures, but little opportunity of signalising themselves after this time. Among the most eminent services of that time were those of escorting fleets to their different places of destination; employments which, as being very consequential in their nature, were never confided but to men of the most established character, for prudence and good conduct, and are therefore to be adduced as an uncontroversible proof of worth; but which, nevertheless, make a very indifferent figure in the page of history.

In the month of January 1705-6, he commanded the convoy bound from Lisbon for England, which he conducted in safety to the Downs, after a prosperous passage of eleven days. While he continued at Lisbon waiting to collect his charge, he displayed the strongest proof of his zeal for the service of his country, and the cause of the arch-duke Charles, having, at the representation of Mr. Methuen, the British envoy at Lisbon, dispatched the Pembroke, one of the ships under his command, to Gibraltar, with a supply of money; for the want of which the garrison was almost in a state of mutiny. Although this may appear, to some people, an anecdote almost too

trivial

trivial for insertion; yet, when we consider that by spiritedly complying with this request, he voluntarily diminished his own force, and attached an additional degree of responsibility to himself, which the bravest men have frequently wished to avoid, we may, probably, be induced to admit almost a greater share of merit to this hitherto unnoticed transaction, than to others which have stood much higher in public esteem.

In 1706, and again in 1707, he continued to be employed on the same station. Returning from the Streights, with sir Cloudesley Shovel, at the end of the latter year, he was detached, on the morning of the 22d of October\*, for Falmouth, where he arrived in safety. It is not believed that he ever went to sea after this time; and he is said to have been immediately made superintendant of the ships at Chatham, an office since suppressed, and rendered totally unnecessary by the modern appointment of port-admiral. He had a handsome pension granted him on his retirement from service; and no person appears to have thought this mark of royal munificence, or public gratitude, improperly or extravagantly bestowed. In the year 1714 he was appointed commissioner of the navy, resident at Plymouth; but did not long enjoy his new office, dying on the 12th of March in the following year.

**KILLINGWORTH, Thomas,** — was appointed commander of the Fox fireship on the 17th of February 1692. He behaved with the greatest spirit, in the month of May following, at the battle off La Hogue, having grappled a French rear-admiral, who had afterwards the good fortune, through astonishing exertions, to clear himself. This success, however, on the part of the enemy, does not in the least diminish the splendour of captain Killingworth's attempt, which was spiritedly and ably conducted throughout. As a reward for this very meritorious conduct, he was immediately afterwards promoted to the Pearl, a frigate of thirty guns, a vessel employed principally, during the following year, in conveying the trade to, and from Hamburgh. In the month

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\* On the evening of that day, the misfortune which befel sir Cloudesley and a part of the fleet off Scilly, took place.

of January 1693-4, he was removed into the Scarborough, a ship of the same rate, and stationed as a cruiser in the Irish Channel. On the 19th of July he unfortunately fell in with two large private ships of war, one of them mounting forty, the other twenty-six guns. Captain Killingworth defended himself, with the utmost bravery, against this very unequal force for a considerable time; but being at length killed, together with thirty of his people, the ship was compelled to surrender.

KNAPP, John,—was made commander of the Half Moon fireship on the 17th of February 1692: in the following year he was promoted to the Africa, a new ship of forty-six guns; but does not appear to have been employed in any consequential service till the year 1694, when he was sent, in the month of October, to convoy the fleet bound to New England. He had scarcely cleared the Channel when he fell in with three large French privateers, one of them a two decked ship mounting fifty guns; the other two, frigate-built vessels, one of thirty, the other of twenty-four guns. Captain Knapp resolutely engaged them all, and fought his ship with so much spirit and good conduct that the enemy were glad to sheer off, after an action of three hours continuance, and make all the sail they could to escape. The Africa was not, indeed, in a condition to pursue them: she had received so much damage in her masts and rigging as to be obliged to put into Corunna to refit; after having secured the several ships under her convoy, and directed them to proceed on their voyage. This order they complied with, and arrived at their several places of destination, without experiencing any farther molestation.

In consequence of the spirited conduct above-related, and the success which attended it, captain Knapp was promoted, soon after his return to England, to the command of the Monmouth, of seventy guns, one of the ships attached, during that, and the ensuing year, to the main fleet; a service in which there was, at that time, but little opportunity of acquiring renown. After the peace at Ryswic he still continued in commission, being appointed to command one of those ships which prudence induced government to keep always in a state of equipment fit for  
immediate

immediate service, in case of a sudden insult, or attack, from France, or any other foreign power.

On the accession of queen Anne he was made commander of the Expedition, a third rate of seventy guns, sent, under sir George Rooke, in 1702, to the Mediterranean. When the enterprize against Cadiz was abandoned, he was, in the month of September, detached, under commodore, afterwards sir Hovenden Walker, to the West Indies. Soon after the arrival of the squadron at Barbadoes, captain Knapp was dispatched back to England, with six East India ships, which had put in there to seek a convoy. He conducted home this valuable charge in safety, and was soon afterwards promoted to the Norfolk, of eighty guns. In 1704 he again sailed for the Mediterranean, under sir George Rooke, and behaved with the greatest gallantry at the battle off Malaga. Soon after his return to England he retired from this line of service, and was appointed master-attendant at Deptford, an office he continued to hold till his death, which happened sometime in the year 1708.

LITTLETON, Edward,—was appointed captain of the Thomas and Elizabeth fireship on the 17th of February 1692. In the following year he was made captain of the Smyrna Factor, of forty guns, one of the ships sent, in the month of July, to escort the unfortunate fleet bound to the Streights. On his return from this unhappy expedition he was promoted to the Assistance, a fourth rate, a ship employed principally as a cruiser, and in services where it was next to impossible to acquire renown. In December 1694, he was advanced to the command of the Montague, a third rate, and in the ensuing spring sent commodore of a small squadron stationed to cruise at the entrance of the Channel. In this service he met with some success, particularly having, in the month of March, fallen in with a fleet, consisting of upwards of thirty sail, of which he captured several, and dispersed the remainder in such a manner that the greatest part of them were picked up by the privateers. He was afterwards removed into the Dorsetshire, of seventy guns, in which ship he died on the 2d of January 1695-6.

LYELL, Thomas,—was, on the 19th of Aug. 1692, appointed commander of the Prudence, hired ship of war of

of forty-two guns, a vessel employed, during this and the following year, in convoying the coal trade to and from the northward. Nothing farther is known of this gentleman except that, in the month of August 1696, he was commander of the *Milford*, a cruising frigate, at that time laying in Yarmouth roads. Intelligence being received by him that a small French privateer was cruising to the northward, and had done incredible mischief to the coasting trade, having taken and ransomed many vessels within a very short space of time, he determined to go in quest of her. To have pursued her in the *Milford* would have been of no effect, the privateer not only being one of the fastest sailing vessels ever known at that time, but also, from her diminutive size and small draught of water, having it always in her power to escape by keeping close along shore whither the frigate could not follow her. Recourse, therefore, was to be had to stratagem; and a small fishing boat being instantly equipped and manned by captain Lyell, with a chosen crew from the frigate, he himself accompanying them as their commander, he put to sea and soon got sight of the enemy, who, deceived by appearances, fell into the snare, was boarded, and quickly taken. This spirited little enterprise is, we have already observed, all the information we have been able to collect relative to this gentleman, for it does not even appear at what time he died.

MAUND, Christopher,—was, on the 29th of January 1692, appointed commander of the *Diamond* frigate, then in the West Indies, as successor to captain Richard Cotton. Being in a very short time afterwards removed into the *Antelope*, he died commander of that ship on the 17th of March following.

MESTEER, George,—was a gentleman of Dutch or German extraction. Entering into the English navy, he was, after passing through the several subordinate ranks, made captain of the *Lumley Castle*, of fifty-six guns, on the 16th of September 1692; but this ship does not appear to have been ready for sea till the month of January following. In the month of June he was sent, under the orders of sir George Rooke, to convoy the *Smyrna* and *Streights* fleets. The misfortune which attended them we have had too frequent occasion to relate. He was some-  
time



time afterwards removed into the *Coventry*, a frigate employed as a cruiser in the Channel. In this kind of service he met with tolerable success, having, particularly in the year 1695, not only captured several small privateers which had long infested the coast, but retaken some vessels which they had made prize of. In the month of December he was sent to the Streights, under the orders of commodore Moody, with a convoy; and, on his return from this service, was dispatched to the West Indies, where he died on the 11th of December 1696.

PEDDER, Andrew, — was appointed captain of the *Swift Prize*, a frigate of twenty-four guns, on the 3d of July 1692. He was appointed acting captain of this ship some time before, as we find him, in the month of April preceding, stiled captain of this ship, and employed, under captain Price, in the *Smyrna Merchant*, in conveying a fleet of transports bound for Ireland\*. He did not long continue in this station, being, in the month of December, promoted to the *Greenwich*, of fifty-four guns. This ship was attached, during the following year, to the main fleet; a station which, at least during that period, afforded no opportunity of acquiring renown, or encreasing reputation. His merit, however, as an officer, was very soon taken notice of even in that passive kind of service in which we find him at this time engaged, for he was, in the month of July, advanced to the command of the *Edgar*, of seventy-two guns. How long he continued captain of this ship is not known; but, in 1695, we find him in the *Hampton Court*, a third rate of seventy guns, one of the ships belonging to the main fleet. He was superceded in the command of this ship in the month of March 1695-6; on what frivolous account is not known. It is, however, certain, that it was not on any ground that affected his character either as an officer or a man, for he was immediately afterwards recommended by sir Cloudesley Shovel, who was never known but as the patron of intrinsic worth, to admiral Russel, at that time first commissioner of the admiralty, "*as a very deserving person to have another command.*" This recommendation, so highly honourable to the character of the man in whose

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\* See Gazette, No. 9761.

favour it was given, was properly attended to by admiral Russel; but, strange to say, without success, at least for some considerable time; for, in the month of December following, we find a letter written by him, to sir Cloudesley, on the general alarm, occasioned at that time by the prospect of the French invasion, in which he uses the following strong and remarkable expression, "I have ordered captain Belwood, and captain Pedder to go down to you; I think them both very good men, and have long laboured in vain to have them restored to their employments. I think their constant forwardness, to go where there may be any probability of service, will remove that difficulty."

Mr. Russel's interest prevailed, however, soon after this time; and captain Pedder was appointed to command the Kingston. He was employed in this ship about the year 1698, under admiral Aylmer, in the Streights; and continued captain of the same vessel till a short time before the accession of queen Anne, when he was appointed to the Chichester, of seventy guns, and sent to the West Indies, where he died some time in the year 1702.

PERRY, John,—was appointed commander of the Owner's Love fireship on the 17th of February 1692. Early in the following year he was sent, in this ship, to the West Indies, under the command of sir F. Wheeler, where he was, some time afterwards, removed into the Cygnet, also a fireship. In this vessel he had the misfortune to be captured by the enemy; an accident which appears to have been attended with circumstances little redounding to his honour. His conduct being enquired into by a court-martial, he was sentenced to be dismissed the service, and imprisoned, as it is said, for life. He was released after the accession of queen Anne, when he had suffered ten years imprisonment; but was never restored to his rank as an officer.

However he might have failed in the duties of his profession, he was in other respects a man of considerable ability and ingenuity. After his release he undertook to bank out the Thames, which had inundated an extensive track of land in the county of Essex. In this attempt he succeeded by dint of perseverance, and that steady conduct which ever marks a great mind, not to be baffled by dis-  
appointment,

appointment, or disheartened by the want of success in the beginning of an undertaking. He died in a very advanced age on the 19th of February 1733.

SHOVEL, John,—was, on the 12th of September 1692, appointed captain of the *Smyrna Factor*, an hired ship of war mounting forty guns. In the following year he was promoted to command the *Duke*, of ninety guns, under Mr. afterwards sir David Mitchell, who had hoisted his flag on board that ship as rear-admiral of the blue. We hear nothing farther of him till the year 1695, when he was appointed captain of the *Expedition*, of seventy guns. He continued to command this ship, and always belonged to the main fleet till the time of his death, which happened on the 11th of April 1697. From the similitude of names he most probably was a relation to the great sir Cloudesley, but this is not known with a sufficient degree of certainty to warrant our positive assertion of it.

STEWART, James,—was appointed commander of the *Flame* fireship on the 16th of February 1692: he continued in the same command during that and the following year. He soon afterwards so far attracted the notice of sir Cloudesley Shovel as to be recommended by him to the command of the *Cambridge*, of eighty guns. On board this ship he himself hoisted his flag as second in command of the fleet under lord Berkeley, of Stratton, which was employed during this year in the attacks of the smaller French ports. When the season became too far advanced for any farther operation, sir Cloudesley again earnestly interested himself\* to procure captain Stewart the command of the *Dutchess*, of ninety guns; to which ship he was, in consequence, appointed the latter end of August 1695.

When the fleet was ready for sea in the following year, and sir Cloudesley was about to hoist his flag on board the *Queen*, as admiral of the blue, he again applied to the board for captain Stewart to have the command of

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\* He wrote several very pressing letters on this head to the board of admiralty; the most forcible of which is dated on the 14th of August 1695, and appears to have almost immediately produced the wished-for effect.

that ship; a request which was immediately granted. In the year 1697, little expectations being formed of the operations of the grand fleet, and the conduct adopted by the enemy in prosecuting the war appearing to forebode but little necessity for it even to put to sea, captain Stewart was removed, in the month of April following, into the Expedition, of seventy guns, as successor to captain John Shovel. In this ship he singularly distinguished himself in the month of August following\*. The peace  
at

\* Extract of a letter from on board his majesty's ship Expedition, captain James Stewart commander, Aug. 26, 1697.

" On Sunday the 22d, two ships appeared to windward bearing down upon us with all the sail they could make. Towards evening they came fair up with us; and when a random shot could reach them we fired athwart the headmost, spreading our colours. They both braced to and shewed English colours. Captain Stewart ordered his third lieutenant in a boat to discover what they were. Being then very fair weather, and little wind, he haled the least, who answered him the Weymouth, and that the other ship was the Lenox. We had no farther doubt of their being French: we stood our course all night under our top-sails; and they kept company.

" About six o'clock on Monday morning they both bore down upon our larboard side; the biggest a little ahead of the other; and by their working we could easily judge their intention was to lay us on board. The biggest, a ship of sixty or sixty-four guns, came along our side firing great and small shot; but we gave her such warm entertainment that she found it more convenient to sheer out ahead of us. As she passed, there being very little wind, we had time enough to give her four entire broadsides, with round and partridge from aloft, and double from our lower tier, few of which, we believe, missed, being not above half a cables length from us. By this time she was shot out a little ahead. The other, a ship of fifty or fifty-four guns, was up with our quarter, whom we treated in the same manner; and obliged, by the heat of our side, to sheer out ahead of us, after her companion. Immediately after they both wore round and attacked us on the starboard side, where they found the like reception; and then they both sheered out astern of us, between us and the Society, an hospital ship in our company, endeavouring to cut her off from us. Upon this we wore round after them; and the hospital ship prudently springing her luff quickly came near us; but each of them had passed a broadside upon her, killed captain Chapman the commander, and wounded seven of his men: then they both kept their wind, and a little after braced to. We stood on our way with our top-sails; and fitted our rigging believing they would be with us again in a little time considering the advantage of force was so much on their side; but they left us. The whole dispute lasted not above an hour, but was pretty sharp. All our  
officers

at Ryfwic taking place almost immediately afterwards the Expedition was put out of commission, and captain Stewart does not appear to have held any other command till after the accession of queen Anne, when he was, a third time, appointed to be captain to sir Cloudesley Shovel, who had hoisted his flag on board the Queen. He was one of the members of the court-martial, of which sir Cloudesley was president, held in the month of July, at Spithead, for the trial of sir John Munden.

Sir Cloudesley being, not long after this, dispatched with a strong squadron of twenty ships to reinforce sir George Rooke, captain Stewart accompanied him on that expedition: but the capture of Vigo, which was the particular service in which this force was sent to co-operate, being accomplished before the junction took place, we meet with no occurrence relative to him worth commemorating. In the following year sir Cloudesley, who was appointed commander-in-chief in the Mediterranean, removed his flag into the Triumph, and Mr. Stewart accompanied him as first captain. The events of this expedition are equally uninteresting with those of that part of the former, in which sir Cloudesley's division was concerned. In the following year the admiral again removed his flag into the Barfleur; and that friendship which had so long subsisted between himself and captain Stewart still continuing undiminished, the latter accompanied him, and was appointed to the above ship. He did not, at the battle off Malaga, lose the smallest part of that credit and reputation which we have seen him already acquire: in this, which was the last consequential service in which he was engaged, he behaved with the most distinguished resolution; and, had that been possible, would, on this occasion, have added considerably to his former laurels. He unhappily did not long survive this well-known contest, dying, on the 17th of February 1704-5, on board the Barfleur, continuing, till the last hour of his life, the constant friend and companion of his brave and ever-to-be-

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officers and ships company behaved themselves very well. We had thirteen men killed outright, and thirty-nine wounded. Lieutenant Coker is shot through the thigh, but it is hoped will recover. We were, when we fought, twenty-four leagues S.S.W from Scilly."

VOL. II.

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severed patron. It is needless to add any eulogium on the character of a man, who had merit enough to acquire the friendship, as well as the esteem of so great and renowned a person as admiral Shovel.

VINCENT, Samuel,—was appointed commander of the St. Paul fireship on the 1st of June 1692. He remained in this vessel for the remainder of the above year, as also during that which next ensued. No farther notice is taken of him in any public or private account we have seen, till after the death of king William, except that in the interim he commanded some ship of the line, and continued in commission, as captain of a vessel of that description during the peace. We find him, immediately after the accession of queen Anne, captain of the Falmouth of forty-eight guns, one of the West Indian Squadron, at that time under the command of vice-admiral Benbow, at the well-known and disgraceful engagement with the French Squadron under Du Casse. He was one of the two commanders \* whose steady conduct and proper behaviour prevented the vice-admiral from falling a sacrifice to the dastardy or treachery of the rest of the captains, who were then under his orders. But although he was happily not involved in their guilt, he was tried by a court-martial, held soon after the return of the Squadron to Jamaica, for having acceded to the general resolution of the majority, and signed a paper, in conjunction with them, dissuading the vice-admiral from continuing the action.

He alledged, in his defence, that he was induced to this latter step merely through the fear, that the promoters of that advice would, in case of a renewal of the action, wholly desert, and leave the admiral and the Falmouth, a prey to the French. Mr. Benbow himself, though at that time in so weak a state that his life was despaired of, and with reason, as he actually died in less than a month, nevertheless appeared on the captain's behalf, and bore very honourable testimony to the courage and conduct he had displayed during the engagement. The court-martial, therefore, compelled to find him guilty of a fact,

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\* The other was captain George Walton, at that time commander of the Ruby.

which

which he himself confessed, and to which the punctilios and laws of service attached a degree of criminality, were induced, from the consideration of the propriety of the defence, and the character given of this gentleman by the brave admiral who had been a witness to his conduct, to pass a sentence on him which amounted to little more than a reprimand, "That he should be suspended from his command, but that this suspension should not take place till his royal highness, the lord high admiral, had been pleased to confirm that sentence, and send orders from England for it to be carried into execution."

The time and duration of this suspension being thus left in the breast of prince George, he sent orders to remove him from his command for *one day only*. By this measure he prudently supported the judgment of the court, and taught succeeding commanders, that the most trivial breach or deviation from the strictest line of duty, either in the time of action or otherwise, could not be overlooked; at the same time, that the very slight degree of punishment inflicted on this occasion, somewhat paradoxically appeared as an honour, as it certainly was a proof of his highnesses full approbation of his conduct in every other particular, save and except the point in question.

Captain Vincent, therefore, still continued in his former station, and became, by the death of Mr. Benbow and the condemnation of captain Kirby, the senior captain of the squadron, the command of which had now devolved on rear-admiral Whetstone. He was detached by him, in the month of March, with half the ships to the southward, while the admiral himself stood westward with the remainder.

An attack had been projected on Petit Guavas and Leogane. This had been formerly attempted, and failed of success, under Mr. Benbow, the enemy escaping on one side as he himself entered the port on the other. This new scheme totally preventing the repetition of the same manœuvre on the part of the enemy, caused the success of the expedition, and the capture or destruction of all the enemy's ships in the ports above-mentioned, a considerable part of these fell into capt. Vincent's hands\*.

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\* "Commodore Whetstone sailed for Petit Guavas and Leogane, in the Gulf of Hispaniola: and for the better preventing any ships escaping

After his return from the West Indies we hear nothing of him till the year 1709, at which time he commanded the Newark, of eighty guns, one of the ships employed on the home station. The different services in which he was concerned have very little interest to recommend them to the public; and nothing but the wish of relating, on all occasions, every particular that can be collected, induces us to particularise them.

In the month of August sir John Leake, commander-in-chief of the fleet, sent him as commodore of a small Squadron, of four sail, to accompany admiral Baker to Cork, as a reinforcement to his Squadron was become necessary, in consequence of monsieur Du Guai Trouin being at sea with a force of fourteen ships. On captain Vincent's return from thence his ship was obliged to be taken into dock to be cleaned and refitted: and as soon as this was accomplished he was again ordered to put to sea, to meet and escort into port the fleet daily expected from the West Indies. He sailed from Plymouth on the 10th of October\*, having under his command a Squadron, consisting of three third, with as many fourth rates, and

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escaping out of that bay, he divided his Squadron, and sent captain Vincent, with our half, to the south side, while he himself steered, with the rest, to the northward. As he had conjectured, three French privateers, upon the appearance of captain Vincent, and the ships with him, immediately stood away to the northward, and so came in the commodore's view; whereof one of twelve, and another of fourteen guns were chased ashore and burnt; and the third, of ten guns, was taken. In the mean time captain Vincent, with his boats, rowed, in the night, undiscovered, into the cut, where there lay four ships, whereof the biggest was formerly taken from us, and was called the Selwin: she had her full cargo, and was richly laden, but all her sails were on shore. Our boats burnt one, sunk another, and towed out a third, which was a consort of the other privateers; the fourth was boarded by one of our boats, but, by accident, blew up. This alarmed the enemy in those parts; and it put them under great consternation to see the ships burning thus on both sides of the bay. The Squadron looked into Port au Paix, a harbour on the north side, to see if there were any ships there, but found none. These four privateers, which have been taken and burnt, were all they had, and were designed to sail with five hundred men to the north side of Jamaica, to make a descent, and to plunder and destroy the country."

Gazette, No. 3926.

\* Campbell says earlier in the month, but in this he is mistaken.

appears



appears to have executed the service, on which he was sent, with the greatest diligence and punctuality. He afterwards was joined by lord Dursly, vice-admiral of the white, and continued under his command during the remainder of the year. After he quitted the Newark, which he did not long after this time, he appears to have retired totally from the service. He survived many years, not dying till the 27th of September 1729.

WAGER, Sir Charles,—was one of those truly amiable and praise-worthy persons, who, by dint of their own proper merit, unassisted by friends, relatives, or influence, have attained the highest reputation in their profession, and, in a civil line, have executed the most consequential offices of the state, not only without incurring censure and reproach, but having also, in the most momentous concerns, and arduous undertakings, acquitted themselves to the admiration of all, have at last died, when full of years and glory, as universally regretted and lamented, as they lived beloved.

He was appointed captain of the Ruzee fireship on the 7th of June 1692; but was very soon afterwards promoted to the Samuel and Henry armed ship, of forty-four guns, in which he was sent, in the following spring, to convoy the fleet bound to New England. No man, perhaps, had ever fewer opportunities of distinguishing himself during the early part of his service, little mention being made of him during the reign of king William, except that he commanded the Woolwich of fifty-four guns in the year 1695, and was employed, under sir Cloudesley Shovel, in the Channel. We believe he continued to command this ship during the ensuing peace, or; if not, he was removed into some other ship of the line, as we find him to have held such a station in the year 1699. Not long after the accession of queen Anne he was appointed captain of the Hampton Court, of seventy guns, and was sent to cruise on the coast of France, in the month of April 1703, as commodore of a small squadron, consisting, besides his own ship, of three fourth rates and two frigates. In this service he met with but indifferent success, the French having had the precaution to keep their trading ships in port, so that he only captured a small armed vessel, mounting fourteen guns. He afterwards

accompanied sir Cloudefley Shovel to the Mediterranean in the same year, being stationed in the line as one of the seconds to rear-admiral Byng, afterwards lord Torrington. He commanded the same ship, during the following year, under sir George Rooke; but does not appear to have been concerned either in the assault and capture of Gibraltar, or the battle off Malaga, he having been detached, a few days before the action took place, as part of a squadron of ten English and ten Dutch ships of war for Terceres, under the command of the Dutch rear-admiral, Vander Dussen. He continued after this time to be employed principally on the Mediterranean station; and, in 1706, we find him one of the hostages exchanged, by sir J. Leake, with the viceroy of Majorca, pending the treaty of capitulation then on foot for the surrender of that island.

His regular and constant attention to every point of his duty, his perfect knowledge of it in every branch, whether considered in the light of an officer, or a seaman, raised him to the highest reputation, and procured him that degree of confidence, both of ministers and the people, which was never exceeded by those who had happily met with the most singular opportunities of acquiring renown. His appointment, therefore, to the chief command of the squadron sent, in 1707, to the West Indies, was as strong a proof of the discernment, and integrity of those, under whose auspices he was nominated to this station, as it was honourable to himself, undistinguished in that line which generally creates popular favour, to be selected for so high a trust.

He sailed from Plymouth on the 10th of April, having under his orders nine ships of war, with which he was to convoy to the West Indies a fleet of forty-five merchant-ships. His rank in the service, at the time he sailed, was only that of captain of the Expedition, of seventy guns; but he had, by his commission, the privilege of appointing a captain under him, and hoisting a broad pendant as commodore, when clear of the Channel. He used the utmost diligence in the protection of his charge to the several places of their destination; and this proper care and attention was rewarded with the satisfaction, that it proved completely successful. On his arrival in the West Indies his first care was to provide for the security of the British  
settle-

Settlements; where he introduced such prudent regulations, and was so attentive, on all occasions, to the protection of commerce, that both the colonies themselves and their trade flourished more, during his continuance on that station, than they ever had done during the present war, or that which preceded it in the reign of king William.

In the month of December following he received advice, that the celebrated French chef d'escadre, Du Casse, was daily expected in the West Indies with a squadron of very great force, destined, as it was generally supposed, for the attack of Jamaica. This apprehension quickly passed away, as certain information arrived, that his errand, in that part of the world, was to the Havannah, to convoy from thence the galleons bound to Spain, whose whole marine was, at that time, in such a wretched state, as to be unequal to the protection of so valuable a treasure.

The commodore immediately formed a project of attacking the galleons before they had joined their protectors, as monsieur Du Casse's force was too great for him to expect the smallest success afterwards. Campbell, who appears to have carefully considered the character of this great man, very properly observes, that the idea of making this bold attempt did not originate from the hope of enriching himself, but merely from a desire of doing his duty, and effecting every thing that was in his power against the enemy. The route of the galleons was well known to Mr. Wager: they were to sail from Porto Bello to Carthagena, and from thence to the Havannah, where the French commander was to receive them. Mr. Wager in consequence, resolved to send as many ships as he could spare over to the Spanish main to watch the enemy, and, if possible, procure some information of their intended motions.

With the remainder, which he himself thought a sufficient force to cope with the Spaniards, he himself put to sea about the middle of January on a cruise. He continued out till the month of March, except that about the middle of February he put into the isle of Pines to procure a supply of wood and water. About the 14th of March he received intelligence, from captain Humphry Pudner, who commanded the *Severn*, one of his cruising ships, that

the galleons were not to sail from Porto Bello till the 1st of May. Induced by this circumstance, added to advice that the Spaniards knowing him to be on the coast, were completely on their guard and would, probably, use such precautions, to preserve their ships, as should baffle his utmost diligence and activity, he resolved to return to Port Royal. He hoped, by this manœuvre, that the Spaniards, lulled into a delusive security by the knowledge of his departure, might proceed with less caution, and he might thence be able to possess himself of the galleons before advice of his return should reach them.

The commodore was not otherwise totally unsuccessful during his last cruise: indeed it would have been particularly unfortunate if the very singular activity and zeal he displayed for the service, had been so. The Expedition, his ship, needed some repairs before it was concluded, and was obliged to be sent to Port Royal. On this occasion he shifted his pendant into the Kingston and continued at sea; in consequence of which conduct several very valuable prizes were taken by different ships, two of them by himself.

All the ships that could be got ready for sea, which consisted only of the Expedition, Portland, Kingston, and a fireship being equipped, the commodore sailed from Port Royal on the 14th of April. He encountered a dreadful storm the beginning of May, in which some of his ships, particularly the Expedition, experienced much damage; but not to be discouraged by any accident that did not totally incapacitate him from service, he repaired this misfortune, as well as he could, at sea, and continued his cruise. The considerable time which elapsed before he got sight of his expected prize made him fearful lest it should, by some means or other, have escaped him: at length, on the 28th of May, all these vain fears vanished, by his discovering, at day-break, two ships standing in for Carthage, which were, by noon, increased to seventeen. The enemy, confident in their superior numbers, and, in some degree, even contemning the small force of the English, seemed rather careless and indifferent whether to fight, or endeavour to escape. They held on their course but without crowding sail, imagining their numbers would deter the English commodore from pursuing them. In  
this

this they were mistaken. Finding themselves pursued, and that towards evening they could not weather Baru, a small island in their passage to their destined port, they formed a kind of line, and resolutely determined to contest, and end the matter at once.

The three most valuable ships, that is to say, those which had the specie on board, were distinguished as admirals or commanders ships. The largest, carrying a white pendant, was in the center; she was in force not at all inferior to the Expedition: she mounted, indeed, only sixty-four guns, which were all brass; but was very superior as to the numbers of her crew, having on board near seven hundred men. The van was led by a ship mounting forty-four guns, and carrying a similar pendant at her mizen-top-mast head. The rear was closed by a very fine ship, mounting fifty brass guns, with a pendant at her fore-top-mast head, and acting as vice-admiral, or commander, in the second post. These three ships were at the distance of about half a mile from each other, the interval being filled up with other vessels, many of which are said to have been of good force. Boyer, asserts, that one of them, a French ship, carrying thirty-six guns, was engaged with the Expedition, and supported her Spanish companions a considerable time; while, on the other hand, Lediard, and after him Campbell inform us, there were only two French ships in company, that one mounted thirty, the other twenty-four guns; and that they both ran away immediately on the commencement of the action. Of the remainder, two were sloops, and one a brigantine, which stood in for the land and made their escape; but after these various detachments were made, the commodore and his two seconds had twelve ships to contend with.

The commodore got a-longside of the center or largest ship just at sun-set, and immediately began to engage. He is said, by Boyer, to have, at one time, had both the vice and rear-admiral upon him, as well as the large French ship just mentioned. No notice, however, is taken of this circumstance by any other historian. Thus far, however, all agree, that neither the Kingston or Portland did their duty and fulfilled the commodore's orders, notwithstanding he purposely hailed the former, and ordered her to engage the

the rear-admiral, and sent his boat to the Portland, with instructions for him to engage the vice-admiral. Finding these directions were neither of them likely to be complied with, he made the signal for a line of battle, as both the ships kept to windward out of their stations; but of this they were as regardless as they had been of his former orders.

The Expedition and the Spanish admiral had been engaged about an hour and an half, when, by some accident, the latter blew up, eleven only of her crew being saved, which were picked up floating on some of the wreck the next day. This melancholy disaster not only deprived the commodore of his best, and nearly acquired prize, but was attended with the greatest danger to the Expedition herself, as well from the immense heat of the blast, and the flaming planks and timbers which were carried on board her, as from the violent shock and concussion, which forced a considerable quantity of water into the commodore's lower deck ports. These inconveniencies being got rid of without farther damage, the commodore made sail for a large ship ahead of him, which was the only one he could keep sight of, for it was now become extremely dark; and the enemy, immediately on the blowing up of the commanding ship, began to separate and each to shift for himself in the best manner he could.

About ten o'clock, however, he came up with the ship he was in pursuit of, which afterwards proved to be the rear-admiral. It was then so extremely dark that it was impossible to discover which way the enemy's head lay; so that, firing at a venture, he had the good fortune to pour his whole broadside into the Spaniard's stern, which did him so much damage as to disable him from making sail. The commodore being then to leeward tacked, and, after a short stretch, put about, and weathered his antagonist, whom he immediately began to re-engage. The Kingston and Portland, being directed by the flashes of his guns, soon after came up and assisted in the capture of the enemy, who surrendered about two o'clock in the morning.

The Commodore having, in the foregoing actions, not only received considerable damage in his masts and rigging, but being obliged to lay to with his prize, and much encumbered with his prisoners, which were very numerous,

sumnerous, he directed, at day-break, the Kingston and Portland to chase a large ship he then discovered on his weather bow, which he very justly supposed to be the Spanish vice-admiral. How ill the commanders of those ships executed their orders will be hereafter seen in their lives.

The commodore having refitted his own ship and the prize, as well as circumstances, and his situation would permit, resolved to proceed, without loss of time to Jamaica; but being very much straightened for provisions and water, was obliged to yield to the entreaties of his prisoners and put them on shore on the island of Baru. The commodore being the next day rejoined by the Kingston and Portland, which were dispatched, on the 31st of May, to destroy a galleon, of forty guns, that had taken shelter under the above-mentioned island; and finding his own ship in a very ill-condition for service, he removed his pendant on board the Portland, which had sustained no damage, and sent the other ships and prize into port. Reflecting, however, that in a single ship little opportunity was to be expected of effecting any service against the enemy, he resolved to return to Jamaica, where he arrived on the 13th of July, and had the satisfaction to find the prize, convoyed by the rest of his squadron, had safely anchored in Port Royal five days before. He soon after received advice from England of his being advanced to be rear-admiral of the blue, a promotion, till this time, unknown to him, although it had been made as far back as the 19th of November in the preceding year. On the 2d of December 1708, he was farther promoted to be rear-admiral of the white.

On his arrival at Jamaica he exhibited a most honourable proof of honesty, integrity and benevolence. Previous to this year there was no regular and established mode of dividing, according to a fixed system, the property taken from the enemy among the captors; each individual plundering, and seizing, to his own particular use, as much as could be found out of the hold. There were, indeed, some few ill-defined regulations which custom had, in some degree, erected into a law; but these were, according to circumstances, as often broken through, as observed; and even were they to have been maintained in their

their strictest sense, were, to the major part of the crew inequitable and unjust.

To remedy this defect, and animate the seamen on such occasions to more spirited exertions, an act of parliament was passed settling the future distribution. This arrived at Jamaica a short time before the commodore's return from his cruise; and though he had, according to the usual custom, permitted the people to plunder at the time of taking the prize, he now appointed regular agents for the captors, in compliance with the law. He, moreover, ordered Mr. Long, his captain, to deliver up the silver and other valuable effects which, according to the old custom, he had seized between decks for the commodore's use, as well as his own. This most honourable instance of self-denial, wrought that impression on the minds of the seamen under him, that his praises, traditionally handed down through that extensive class of people, rendered him ever afterwards the constant idol of their affection.

The service just mentioned was of a much more consequential nature, considered on a national ground, than it may, perhaps at first sight, be thought. The difficulties and risk of sending home treasure to Europe, in time of war, had caused the Spaniards to defer the return of this fleet several years, so that its accumulated riches were now become almost incredible, amounting, according to some, to little less than fifty million pieces of eight. Nothing but a want of credit, almost productive of general bankruptcy, would have induced the enemy to venture it even at this time: and they relied much on the protection to be afforded it by the French squadron under monsieur Du Casse, who was not only esteemed one of the best officers in the French service, but was also the best acquainted with the navigation of those seas.

It is reported, as an anecdote of commodore Wager, that he was accustomed to say, a man who would not fight for a galleon would fight for nothing: but this opinion certainly did not proceed from personal avarice, but the much more honourable affection of the mind, the service he rendered his country by depriving its enemies of the sinews of war.

Almost immediately after his arrival at Jamaica the commodore convened a court-martial for the trial of the captains,  
Windfor



Windfor and Bridges. It was held on board the Expedition, in Port Royal harbour, on the 23d of July 1708, he himself being the president. Nothing very interesting occurs during the time he farther continued in this command. The most material circumstance is the arrival of intelligence, in the month of December, that monf. Du Guai Trouin might be expected in those seas with a very powerful force, intended, as it was supposed, for the attack of Jamaica. The necessary preparations were accordingly made for an obstinate defence of the harbour of Port Royal. The ships were moored across the entrance in a line flanked by the fort: but no enemy appearing, it was resolved, at a subsequent council, held on the 18th of January, that, as the enemy had never yet appeared, although six months had elapsed since the date of the advice of their sailing from Europe, it was not expedient to continue inactive any longer in expectation of their attack, but that the ships should be unmoored and proceed on cruising, or other services, as future information should direct.

During the remainder of rear-admiral Wager's continuance in the West Indies he paid so much attention to the general protection of trade, that none of those complaints were heard which had been so common under former commanders. This merit, indeed, carried with it a reward distinct from that most honourable one we have just mentioned, the applause and general thanks of his countrymen, for a greater number of prizes were taken, by the ships under his command, than at any former period of the same length. The admiral being ordered home in the autumn, arrived in England in the month of November. He was received by all parties, by all ranks; in a word, both by government and the people, with the highest respect. Reiterated testimonies were received from the West Indies, all uniting in doing honour to the admiral's vigilance, spirit and integrity, and affording a clear refutation of the general opinion, that it is impossible for any commander to please all parties.

Immediately on his return he was promoted to be rear-admiral of the red; and, on the 8th of December, the queen conferred on him the honour of knighthood. With these flattering but justly deserved marks

marks of public and royal approbation; sir Charles enjoyed a temporary relaxation from the fatigues of service during the remainder of queen Anne's reign. We find him still continuing in the station of rear-admiral of the red at the time of king George the First's accession. Immediately after that event he was appointed commander-in-chief in the Mediterranean, as successor to sir J. Wishart, whom it was thought proper to recall; and he was also within a few days afterwards appointed comptroller of the navy. The vigorous preparations set on foot by Great Britain to repel any attempt that might be made by any foreign nation, to divert or compel an alteration of that succession which had been settled by an act of parliament, and approved by the whole kingdom, intimidating all foreign powers from making the rash experiment; we have no opportunity of commemorating any thing relative to his Mediterranean command. We do not even find any mention made by historians of his return, which we believe to have been in the following year. On the 16th of June 1716, he was advanced to be vice-admiral of the blue; on the 1st of February 1717, to be vice-admiral of the white; and, on the 15th of March following to be vice-admiral of the red.

The office of comptroller he held till the year 1718: he then quitted it, being, on the 19th of March, appointed a commissioner for executing the office of lord high admiral. He continued uninterruptedly in this station till June 21, 1733, when he was sworn in a member of the privy council, and advanced to be first commissioner of the admiralty in the room of lord visc. Torrington, who had died a little time before. Sir Charles very honourably and ably filled this exalted station till the month of March 1742, when being in an advanced age, ill-suited to the fatigues of so active an employment, he resigned it, and was appointed treasurer of the navy.

But to return to his naval life. After his arrival from the Mediterranean he had no re-appointment to a command till the year 1722. The insolence of the Portuguese, who had, with the most unparalleled audacity, confiscated the effects, imprisoned, and actually condemned to death, two gentlemen belonging to the factory at Lisbon, under an obsolete law which had never, for a  
series

series of years, been put in force\*, rendered it indispensibly necessary to equip a fleet for the purpose of preventing so flagrant an outrage from being carried into execution; it consisted only of nine small ships of the line, two frigates, and as many bomb-vessels and fireships; but this force was deemed quite equal to the task of bringing to reason so insignificant an enemy. There was, indeed, no occasion for any other shew of hostilities than the mere preparation for them; the Portuguese, completely terrified at the apprehension of that chastisement the insult merited, readily acceded to every acknowledgment and satisfaction in the power of an impotent foe to make.

The squadron was dismantled without even putting to sea; and sir Charles was not again called into service till the year 1726. In this year the private intrigues, carried on between the courts of Petersburg and Madrid, rendered it expedient to equip three powerful squadrons, or rather fleets, in order to crush this confederacy in the bud. That which was destined for the Baltic was commanded by sir Charles, who had under him sir George Walton; it consisted of twenty ships of the line, one frigate, and three small vessels. Sir Charles Wager having, on the 13th of April, hoisted his flag on board the *Torbay*, of eighty guns, the fleet sailed from the *Nore* on the 17th. Its arrival in the Baltic produced the same effect it had on all former occasions: the Russians at first were inclined to resist rather than tamely submit to what they were pleased to term an insult. Public and national bodies are frequently induced to deem that measure an affront, which takes from them the power of doing an injury. The Russian fleet being soon afterwards brought into port, was secured against attack; and the season for any farther attempt, on their part, being past, and the public difference in some measure compromised, or, at least, put into a train of peaceable conclusion, sir Charles

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\* A law forbidding the exportation of any coin whatsoever out of the kingdom on pain of death. Encreased commerce had occasioned the perpetual breach of this ridiculous statute; and it had for a number of years been carried on to so great an extent, that the government could not but have been well-informed of it; so that acquiescence in the offence against it became, at last, an implied acknowledgment of its absurdity, and tacitly indicated an absolute repeal of it.

sailed

sailed from Revel on the 28th of September, and arrived safely at the Gunfleet on the 12th of November\*.

In the following year, matters not having been compromised with Spain, and strong indications appearing of that kingdom's openly intending a rupture, it became necessary to send sir Charles, with a squadron of six ships of the line and two small vessels to the relief and protection of Gibraltar, which was openly threatened: indeed, the hope of being able to surprize that important fortress had been the first cause which induced them to commence hostilities. The British squadron carried out a reinforcement for the garrison of seventeen companies of foot; by which assistance, added to the countenance derived from the fleet, the attempts of the enemy were completely baffled. But to come more immediately to particulars.

Sir Charles having hoisted his flag, on board the *Kent*, on the 24th of December, used such diligence in procuring the equipment of the different ships, that he was in a condition to have put to sea in four days afterwards; he was, however, detained at Spithead, by southerly winds, till the 19th of January. During this interval orders were dispatched to Cork for the embarkation of the regiments of Middleton and Hay† to join the fleet, as an additional aid to the besieged. The squadron having sailed on the day above-mentioned, it reached Gibraltar, after a prosperous passage, on the 2d of February, and formed a junction with rear-admiral Hopson, who had commanded on that station, during the preceding winter, with four or five ships of the line, a small frigate, and the *Thunder* bomb-ketch. All the forces were immediately disembarked, except three companies of foot, which sir Charles found it necessary to retain on board the

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\* Campbell observes very properly on this expedition, that sir C. Wager performed, on this occasion, all that could be expected from the wisdom and skill of an English admiral; so that this expedition effectually answered its end, which ought to be considered as an honour to his memory.

† This additional force did not, however, arrive in time to accompany him, but sailed from Spithead on the 9th of March, convoyed by the *Pool* fireship, and the *Torbay*, of eighty guns, on board which ship the admiral afterwards hoisted his flag.

squadron

squadron to act as marines. It appears this relief did not arrive an hour before its presence was become valuable, for the Conde de las Torres, the Spanish general, was found encamped within a league of the place, having under him a force of near fifteen thousand men.

A considerable quantity of provisions, ammunition, and every other species of stores, were carried out by the squadron, and immediately landed, as well as such a number of battering guns as could be spared from the ships without rendering them unfit for service. No hostilities, however, as yet commenced; the Spanish boats and small vessels passed by the British squadron without the smallest interruption: but on February 10, the intentions of the enemy became more manifest, by the Spanish general openly commencing the erection of a battery, pointing directly against the fortifications. Some letters were interchanged between the governor and the Conde, which correspondence concluding with a very supercilious answer on the part of the latter, did not by any means tend to conciliate the breach. In consequence of this conduct sir Charles thought himself justly authorised to send a detachment, consisting of the *Tyger*, the *Durley* galley, and the *Solebay* bomb-ketch, round the back of the hill to enfilade the enemy's entrenchments. This was the first actual proof of warfare, and was logically converted, by the Spaniards, into a demonstration that the rupture evidently originated in the conduct of the English commanders.

A variety of those enterprises and transactions which necessarily ensue between assailants and defenders took place between this time and the cessation of hostilities, which was mutually agreed on upon the 16th, or, as others say, the 23d of June\*. These circumstances, trivial when

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\* We have the following account from Smollet of the transactions relative to this treaty; as it is intimately connected with the Naval History of this time, and much so with the character of sir C. Wager, we have thought it necessary to transcribe it.

"The emperor punctually executed the first of these articles, and ratified the preliminaries within the time agreed on. Though Aix-la-Chapelle was appointed for the place of congress, it was afterwards transferred to Cambray for the conveniency of the minister of France, whose presence was necessary at that court. The king of Spain also executed, in part, what concerned him: he gave orders for suspending

when considered as relating to the grand events of war, but the major part of them highly brilliant and consequential to the characters of the brave persons more immediately concerned, are more properly deferred and confined to their proper heads. As to sir Charles, suffice it to say, that as no man could demonstrate greater zeal to counteract the operations of the enemy, so was that zeal never more successful. Notwithstanding the cessation of hostilities sir Charles still continued on the same station till the month of March in the following year; but as we meet with nothing but a dull routine of putting to sea, for a short cruise, with some of the ships, and detaching others to such stations as appeared necessary, this period of his service may be passed over with the just and general remark, that the prevarication of the Spaniards could not have been parried but by the firmest, and at the same time most cautious behaviour. A commander employed at so critical a period requires a species of judgment far superior

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all farther attacks against Gibraltar, and all hostilities against the English elsewhere. This was an honourable way of abandoning a siege, which lasted four months, without success: nor had it done much execution among the English, for they lost in all but three hundred and seventy-three men. The suspension of arms was signed the 23d of June, N. S. But when the siege was on the point of being entirely raised, and the preliminaries to be ratified in form, Spain started new difficulties, and urged new pretensions. The Spaniards insisted that a temporary suspension of arms did not imply an actual raising of the siege of Gibraltar; and that the restitution of the Prince Frederick, the South Sea ship, (taken at La Vera Cruz, before Spain was in war with England) was not mentioned or included in the Articles; whereas the English demanded both, by virtue of the preliminaries. Upon this hostilities began between the ships of the two nations; and sir Charles Wager continued to cruise on the coasts of Spain, after the cessation of arms at Gibraltar; what was very remarkable, whilst he was looking out with seven ships for the Spanish galleons, which were said to be coming home, thirteen French men of war, six from Brest and seven from Toulon, suddenly came and anchored before Cadiz; of which Squadron admiral Wager had received no intelligence, either from London or Madrid. As therefore he had no notice of their coming, all communications with the French fleet was forbid. However, after many cavils and delays, the preliminary articles were at last signed, at Madrid, on the 24th of February, above eight months after the death of king George the First, by the Ministers of the emperor, England, France, Spain, and the States, which opened the way to the congress."

to that which is necessary to conduct the most arduous and desperate undertakings of declared war. A brave man who carries himself with temper on such an occasion demands the highest applause a nation can bestow, because he is frequently, through political reasons, compelled to embrace measures totally dissonant to his feelings; measures which his heart would disdain to submit to, were not his country's welfare involved in his temperance.

Sir Charles arrived from the Mediterranean on the 13th of April 1728, with a squadron of five ships; the remainder being left at Gibraltar under the command of captain Stewart. The pride of the Spaniards was not yet sufficiently humbled by the proofs they had experienced of the superiority of the British naval power, so that, in 1729, it was again found necessary to equip a formidable fleet, which was kept in the Channel, ready to act on any sudden emergency. It consisted of twenty ships of two and three decks, three ships of forty guns, and four smaller vessels. It rendezvoused at Spithead the beginning of May; on the 9th of which month sir Charles hoisted his flag on board the Cornwall, of eighty guns; and was, on the fourth of June, joined by a part of the Dutch squadron under vice-admiral Sommeldyke. These ships were according to treaty, to act, in conjunction with the British fleet, whenever any foreign attack was apprehended. The remainder arrived in a few days, amounting in the whole to nine ships of the line, three of forty-four guns and two small vessels. This confederate force, always in readiness for immediate service, was too formidable to be trifled with by the Spaniards, and drew them into at least a temporary compliance, and conclusion of a treaty of peace. We see, therefore, that although many persons may deem it to have been an unnecessary and useless piece of parade and expence, to keep so many ships during the summer laying peaceably at Spithead, yet, nevertheless, it tended to accelerate the establishment of peace as effectually as offensive operations, or even victory itself could have done. Let not, therefore, short-sighted politicians ever condemn measures they do not understand, or pretend to arraign a conduct, either in ministers or commanders, because they are unlucky enough not to comprehend the meaning of it.

On the 5th of October, the season being far advanced, and the negociations carrying on at Madrid in a very fair train for settlement, the combined fleets separated; the Dutch ships returning to Holland, and all the larger ships of the British division being sent into different ports for the winter. "This fleet," Lediard observes, "had its desired effect," for on the 18th the honourable Morgan Vane arrived at St. James's, expresses from Madrid, with the treaty concluded and signed by that court.

In 1731, it being apprehended the French were, with some very sinister design, preparing an embarkation at Dunkirk and Calais, it was again deemed necessary to prepare a fleet, the chief command of which was given to sir Charles. Its force, at first, consisted of seventeen ships of the line, but was afterwards reinforced to a greater number. Sir Charles received his orders on the 21st of May, and hoisted his flag as vice-admiral of the red on the 5th of June following, on board the *Namure*, at that time fitting for sea at Chatham. Information soon afterwards becoming more positive, and, as it was then thought, the necessities of the state more pressing, he received, on the 30th of June, fresh instructions to proceed to the Downs, and take upon him the command of all such ships as were then ready for sea. He accordingly shifted his flag on board the *Deal Castle*, and sailed for the Downs, where he, a second time removed his flag, into the *Grafton*. On the 6th of July he received orders to repair to Spithead with all the ships that were ready to accompany him. He arrived there on the 8th, and on the 10th was promoted to be admiral of the blue; on which occasion he struck his red flag on board the *Grafton*, and hoisted a blue one at the main-top-mast head of the *Namur*.

On the 14th of July, after having been reinforced by several ships, so that his fleet now consisted of twenty-one sail of the line, two ships of forty-guns, and two frigates, he set sail for Cadiz, where he safely arrived on the 1st of August. The guarantee of the pragmatic sanction having satisfied the emperor, and the introduction of the Spanish troops into Leghorn the queen of Spain, both which were settled by the treaty of Vienna, Great Britain the grand mediatrix, and at that time preserver of the



the peace of Europe, was, from a point of honour, put to the expence of seeing these particulars of the treaty honestly carried into execution. To that end this fleet was equipped. The narrative of the voyage would be dull, uninteresting, and tedious, consisting wholly of dates of arrivals and visits of ceremony; suffice it to say concisely, that in the month of October the British fleet was joined by a Spanish squadron, under the marquis De Mari, having a body of troops on board, and anchored off Leghorn on the 15th, in the evening. Every thing being adjusted and settled, according to sir Charles's instructions and wish, he sailed from thence on the 25th, and arrived at St. Helen's on the 10th of December, with five ships only of his whole fleet, having been separated from the remainder by contrary winds and repeated storms.

Sir Charles never appears to have gone to sea after this time. He was, as we have already noticed, appointed first lord commissioner of the admiralty on the 21st of June 1733, as successor to the lord viscount Torrington. In the month of January 1734, he was, from the apprehension that Great Britain might be ultimately involved in the war which at that time spread over the face of the Continent, advanced to be admiral of the white, and pitched upon to command the fleet, had the necessities of the times compelled government to order it out. The storm blowing over, sir Charles continued to exercise his high office at the admiralty board with much real merit, and the highest integrity, till March 19, 1741-2, when he quitted it, and was appointed, in the month of December, treasurer of the navy. This appointment he did not long enjoy, dying on the 24th of May 1743, in the 79th year of his age. A sumptuous monument has been erected to his memory, in Westminster-abbey\*, bearing the inscription inserted beneath†, on which we have

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\* On the base of which is represented in sculpture, the attack, capture, and destruction of the Spanish galleons in 1708.

† To the memory of  
 Sir CHARLES WAGER, Knt.  
 Admiral of the white, first commissioner of the  
 Admiralty,  
 And privy councillor;  
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have to remark, that as no character was ever more honourable, so was never any one more truly and honestly deserved.

May this marble record supply any feeble attempts of ours to delineate a character almost above praise, and which enjoyed an happiness, uncommon and generally unattached even to the most exalted characters, *the satisfaction of remaining uncensured.*

WAKELIN, William,—was, on the 11th of June 1692, appointed commander of the Princess Ann, hired ship of war, of forty-eight guns. Still continuing captain of this ship, in the following year he was one of the convoy, under sir G. Rooke, to the unfortunate Smyrna fleet. During the years 1694 and 5, he was employed in the Channel under sir C. Shovel. We hear nothing of him after this till the year 1697, at which time he commanded the Lincoln, one of the West India Squadron under vice-admiral Neville; and returning from thence on the 11th of October, was removed into some other ship of the line, in which he continued during the peace. After the accession of queen Anne he was appointed to the Ipswich, of seventy guns; in which ship he sailed, towards the latter end of the year 1702, for Vigo, with sir Cloudesley Shovel. He served under the same commander, in the following year, during the Mediterranean expedition. No

A man of great natural talents,  
Improved by industry, and long experience,  
Who bore the highest commands,  
And passed through the greatest employments,  
With credit to himself and honour to his country.

He was, in his private life,  
Humane, temperate, just and bountiful;  
In public station  
Valiant, prudent, wise and honest;  
Easy of access to all;  
Steady and resolute in his conduct;  
So remarkably happy in his presence of mind  
That no danger ever discomposed him:  
Esteemed and favoured by his king,  
Beloved and honoured by his country;  
He died the 24th of May 1743, aged 77.

This monument was erected,  
By FRANCIS GASHRY, Esqr.  
In gratitude to his great Patron, A. D. 1747.

infor-

information can be collected on what station or service this ship, of which Mr. Wakelin still continued commander, was employed during the year 1704; but, on the return of the fleet under sir George Rooke, after the battle off Malaga, he was appointed to the Suffolk, a ship of the same rate with the Ipswich, as successor to captain Kirkton, who was disabled from continuing in this command by a very dangerous wound which he received in the engagement above-mentioned. Captain Wakelin did not long survive this removal, dying in the command of the Suffolk on the 1st of October 1705;

WALKER, Sir Hovenden, — was appointed commander of the Vulture fireship on the 17th of February 1692. He did not long continue in this vessel, being soon afterwards promoted to the Sapphire, a frigate of thirty-two guns, the chief of a small squadron sent this year, on the Irish station, and ordered to follow the directions of the lord lieutenant for the time being. After this time we hear nothing of him till the month of October 1695, when he commanded the Foresight, of fifty guns, a cruising ship, on the Irish sea. He was remarkably assiduous, spirited and fortunate; and rendered very considerable service to commerce, by the capture of some privateers of good force, which had long infested that coast. In the month of April 1696, he signalised himself exceedingly in an action which equalled, in point of spirit and gallantry, even those which now stand highest in the rank of popular favour; and of which, through some unaccountable neglect, no notice whatever has been taken by historians.

The Foresight, together with the Sheerness, a frigate of thirty-two guns, were ordered to convoy, clear of the Channel, a fleet of about thirty small vessels, bound up the Irish sea; and also two valuable merchant-ships destined for the West Indies. They sailed from Plymouth on the 29th of April, and the next day fell in with, off the Lizard, two French ships of war, one mounting seventy, the other sixty guns. The two English ships defended themselves with so much gallantry, and so completely engaged the attention of the enemy, that the whole convoy was fully protected; the coasters securing themselves in Mount's bay, and the West India ships having pursued

purſued their voyage in ſafety. Nor was this all, for the enemy, notwithstanding their very ſuperior force, finding it impoſſible to ſubdue a foe, though of a ſtrength merely contemptible compared to their own, were glad themſelves to decline any farther conteſt by ſtanding out to ſea.

After this time we hear nothing of him till the acceſſion of queen Anne, except that he continued to command a two-decked ſhip during the peace. On the re-commencement of the war with France he was made captain of the *Burford*, of ſeventy guns, one of ſir George Rooke's fleet on the Cadiz expedition. After the failure of its firſt object, and the idea of any farther attack on Cadiz was abandoned, Mr. Walker was appointed commodore of a ſquadron of ſix ſhips of the line, and twelve tranſports, having on board four regiments of foot, which ſir George was inſtructed to ſend to the Weſt Indies. He parted from the fleet on the 24th of September; and having taken on board ſome reſreſhments at the Cape de Verde iſlands, where he did not arrive till the 24th of October, ſailed for Barbadoes, which he reached in ſafety on the 14th of November. He was inſtructed to proceed from thence to the Leeward Iſlands, where he was to diſembark and diſtribute the troops he carried with him, which amounted to near four thouſand men, in ſuch proportions among the different iſlands, as general Codrington, the commander-in-chief, and their reſpective governors ſhould think moſt likely to conduce to their ſafety, and protection.

He was, ſoon after his arrival at Barbadoes, joined by three ſhips of war, one third, and two fourth rates, from England. They carried out with them ſome recruits for the army, and a ſmall ſupply of ſtores and proviſions, of which the ſquadron was, even at that time, much in want. The ſhips ſent under Mr. Walker, not having been purpoſely victualled and fitted for a Weſt India voyage, and the defect not being properly repairable at ſea, notwithstanding every poſſible attention on the part of ſir George Rooke to their future wants, they were all miſerably deficient in almoſt every article that could contribute to their comfort, or render them formidable to the enemy. Mr. Walker immediately diſpatched two of his newly-arrived friends to the general; and not long afterwards ſent home,  
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in pursuance of the opinion of a council of war, the Expedition, one of the ships he had carried out with him, to convoy to Europe six very valuable East India ships which had put into Carlisle bay to wait for some escort.

In the beginning of January he proceeded to the Leeward islands; and, about the latter end of February, sailed from Antigua, with general Codrington and the troops, on an expedition against St. Christopher's. The soldiers behaved with the greatest gallantry, but were so warmly received by the enemy who were very strongly entrenched; that they would, in all probability, have been compelled to retreat, if the commodore had not ordered in the Chichester to attack the batteries, from which the French being quickly driven, the assailants took immediate possession of. On the following day a reinforcement of four hundred seamen were landed to support the troops; and by this united force the town was attacked with so much fury that the enemy were obliged to retire into the fort and castle, which they continued to defend, with much resolution, till the 3d of April, when, blowing up the fortifications, they made good their retreat into the mountains. The British, now become unopposed masters of the country, destroyed the town, rased the fortifications, carried off as much of the enemy's artillery as was worth removal, and destroyed the rest; thus, having acquired an immense booty, they embarked at last without the loss of a man.

The French, who are extremely fond of palliating their misfortunes, urge, as a proof of their not being defeated, that the British troops were obliged to retreat. But this stroke of good fortune, as it truly was on the part of the enemy, was not, by any means, owing to their prowess, but a multitude of unfortunate coinciding accidents and circumstances. General Codrington, and the next in command, colonel Whetham, both fell dangerously ill in succession. Colonel Willis, on whom the command then devolved, received certain information that the French had received a reinforcement of nine hundred fresh troops, all in condition for immediate service, just landed at the back of the island; so that it was at last, but not till the 7th of May, determined to reembark. It is observed, and on this immediate occasion, "that the expedition suf-

ferred not a little from disputes, which happened between the *land and sea* officers, which generally prove the ruin of West India expeditions." What the nature of these disputes were does not appear; but it is certain no man could have contributed to the general advancement of the service more than the commodore. In the first instance there was so great a scarcity of powder for the army, that no offensive operations whatever could have been commenced had not the troops been supplied from the fleet: the same want was found to prevail in almost every military store and species of implement. Those miserable deficiencies were supplied by the commodore in the best manner he was able, so that the want of the completest success is by no means chargeable to his account, who added a spirit to an indefatigable zeal not to be damped by trivial impediments, or diverted by a difference of personal opinion.

Commodore Walker now proceeded to Guadaloupe, where he was in danger of experiencing every inconvenience that almost a total want of provisions could occasion. He was however happily relieved from this impending distress by the arrival of vice-admiral Graydon, who, hearing his distress, with the most laudable humanity and attention to the service, bought up all the provisions Barbadoes afforded, and proceeded himself with this relief to Guadaloupe. Commodore Walker had quitted that island and sailed for Nevis, whither the vice-admiral followed him: and having contributed all the succour in his power to the necessities both of the army and the squadron, took the latter with him, according to his instructions, to Jamaica, where they arrived on the 5th of June; and from whence, in the ensuing autumn, the commodore returned to England in company with Mr. Graydon.

We hear nothing of Mr. Walker after this time till the year 1706, when we find him commodore of a small squadron, convoying some transports with troops, and sent to the Mediterranean, in the month of May, as a reinforcement to sir John Leake, who then held the chief command on that station. Mr. Walker does not appear to have been engaged in any thing very memorable, or beyond the ordinary routine of service. He returned to England with sir John Leake at the close of the year;

year; and we find him, in 1707, one of the members of the court-martial assembled at Portsmouth for the trial of sir Thomas Hardy: but his name does not occur in any other event of that year, except his having been, immediately afterwards, left commander-in-chief, by sir John Leake, of all the ships in Portsmouth harbour. In the month of January 1707-8, he was appointed to command the convoy sent with the Virginia and Canary fleet, just about the time the French had pretended to make considerable preparations for the invasion of England, in favour of the Pretender. On this occasion the sailing of the above squadron was deferred from time to time till the month of March; nor is it said whether it was then convoyed by Mr. Walker. We rather, however, conceive this to have been the case, as no mention whatever is made of him till the year 1711; and it is most probable that, at least during a part of this interval, he was employed in some service of this nature, little taken notice of.

He is said to have been appointed rear-admiral of the blue in the year 1709; but no mention is made of his having held any command\* till the month of March 1711; just before which period he had received the honour of knighthood, and was advanced to be rear-admiral of the white. An expedition was, at the time above-mentioned, projected against Canada, the chief command of which, by sea, was, through the interest, as it is said, of lord Bolingbroke, bestowed on sir Hovenden. The force destined for this expedition consisted of twelve ships of the line (according to the rate at that day) from fifty to eighty guns; two ships of forty, one of thirty-six, two smaller frigates, and two bomb-ketches. The land force, which was conveyed in thirty-three transports, together with eight laden with stores and ammunition, consisted of seven complete regiments, besides recruits for some already in America, amounting in the whole to five thousand three hundred and three men, under the command of brigadier-

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\* He had been, on the change of the ministry, appointed superintendent at Plymouth, which being a civil employment, accounts for nothing being found relative to him, during this time, in the line of active service.

general

general Hill. This formidable fleet \* sailed from St. Helen's on the 29th of April, and arrived at Nantasket, near Boston, on the 24th of June, without having met with any occurrence worth relating during its passage.

The rear-admiral, immediately on his arrival at Boston, began, with much earnestness, to re-equip his ships, and procure such a recruit of stores and provisions, as were deemed absolutely necessary for the intended expedition. In this business he met with many unforeseen obstacles: no stock of provisions was, as it ought to have been, previously provided, and it was with the utmost difficulty, even at last, a quantity, far short of the necessities of the fleet, could be collected. Every thing being at length arranged in the best manner circumstances and various impediments would admit, sir Hovenden was enabled to sail on the 30th of July. The season was already too far advanced for an expedition of this nature, when the fleet originally sailed from England; and to this delay, added to that which it afterwards experienced at Boston, may be principally attributed that misfortune which proved its destruction.

The fleet anchored in Gaspee bay, at the entrance of the river St. Lawrence, on the 18th of August. On the 20th, the wind becoming fair, the fleet turned out of the bay, and on the following day got into the river. They had now to encounter one of those fogs so common in that climate. The navigation of this river was, at that time, little known, and its currents, as well as other natural impediments, still less understood even by the best pilots, so that we can the less wonder at the dreadful misfortune which befel the fleet on the night of the 23d, eight transports

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\* All the ships of war did not sail from England with sir Hovenden; the Windsor, of sixty guns; the Chester and Leopard, of fifty; the Enterprize and Sapphire, of forty; and the Feverham, of thirty-six, having joined him on the coast of America.

† The following extract from sir Hovenden's journal, relative to the circumstances which immediately preceded this calamity, will tend much to explain the cause of it.

" August 23, Canada River,

" I considered, that since there were no soundings by which we could form any judgment of our distance from, or approach towards the shore, and the fog being so very thick as not to afford us the least glimpse by which



transports being cast away, and near nine hundred soldiers perishing with them, notwithstanding the utmost exertions were

which we could perceive the looming of the land, I thought the pilots advice was very proper. They concluded, as well as myself, that we should lay our heads to the southward, as the best way to keep the mid channel and drive clear off the north shore, the wind being between the E.S.E. and E. by N. which, by the advantage of two points, well variation, in all likelihood would make our drift at least S. W. for both shores being rocky, it would be of very dangerous consequence to the whole fleet to be too near either. Thereupon I ordered the signal, at eight o'clock, to bring-to with our larboard tacks, laying our heads to the southward under a mizen and main-top-sail.

"About two hours and a half afterwards, just as I was going to bed, the captain came to tell me he saw land, which he concluded to be the south shore, from all the circumstances of our last sight of it, and the drift we must needs have made, with our heads to the southward. Thereupon I ordered him to make the signal for the fleet to wear and bring-to on the other tack, which signal the captain accordingly made.

"It happened that captain Goddard, of lieutenant-general Seymour's regiment, was at that time on board the Edgar, upon the quarter deck. Seeing the sea break to leeward as the ship bore away, and apprehending much danger, he came down to me in great haste, and was very importunate that I should come upon deck myself, for he said he saw breakers all round, and concluded us to be in great danger; but being a land captain, and depending upon the judgment of captain Paddon, who gave me no such notice, I had little regard to what he said, believing it to be the result only of his fear that might make him see danger where there was none: however he came down a second time, desiring me, for the Lord's sake, to come upon deck myself, or we should certainly be lost, for he saw breakers all round us: upon this his repeated importunity, and hearing a more than ordinary noise and hurry upon deck, I put on my gown and slippers; and coming upon deck, found what he told me to be true, and all the people under a mighty consternation, and in great confusion. I called for the French pilot, but it was some time before he came to me, not being then upon deck; in the interim, looking very carefully to leeward, I thought I saw no land under our lee bow, for the ship broaching-to, brought the breakers under the lee quarter. I called out as loud as I could to quiet the men, that I saw no land to leeward, the moon just then breaking out, and the fog clearing up. When the pilot came he told me it was the north shore, which was what we least expected: I then ordered all the sail to be made that we could carry, and stood off from the shore into the mid channel. During this burly-burly captain Paddon had ordered an anchor to be got clear, which, before I could forbid it, was let go, so that I directed the cable to be cut, and got off from the shore.

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were made to save the people, which, indeed, were so successful as to rescue five hundred who would otherwise have been included in this ever-to-be-lamented disaster.

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"About two this morning it fell dead calm. At seven I made the signal to wear and stand away upon the other tack to the north shore. The lieutenant of the *Swiftsure* came on board, to tell me they had seen four ships ashore last night, which may be concluded lost. I then ordered captain Cook, and the two tenders with him, into the shore, to save and get off all the men that had escaped drowning; viſualling them till farther order. I made the signal for captain Rouse, and sent him one of the French pilots, which I had on board, to find out a birth near the wrecks where the fleet could anchor. While standing in to the north shore with all the fleet, one Mr. Alexander, Master of the *Chatham* transport, that was lost, came off to tell me, there were eight ships wreck'd; and near a thousand men drowned, of which he gave me the particulars. On the 25th, having flood all night to the southward, at one this morning, it blowing fresh, I made the signal to wear and stand on the other tack to the north shore; and because I could not anchor with the fleet hereabouts, I had thoughts of going to the *Sept Isles*, but could not hear of any one of the pilots that would undertake to carry us thither; and I was very unwilling to return to *Gaspee*, as being too far out of the river. While I revolved these matters in my mind, designing to consult the general about them, captain *Harrison's* adjutant came to me, from him. I told him I was just going to wait upon the general, and accordingly went on board the *Windfor*. Talking with the general concerning the present juncture of affairs, he thought it absolutely necessary to have a council of war called, for consulting as to the proper measures to be taken, in consequence of the late disaster.

"He had got all the colonels together, and desired the captains of the men of war might be consulted also, to which I consented, and ordered the signals to be made for the captains to come on board the *Windfor*. I also ordered all the pilots to come, for every body being dissatisfied with the difficulties of getting up the river, it was thought necessary first to be perfectly informed of that matter; and since the late calamity I believed I could not refuse to consult the captains as proposed, for had I proceeded without their concurrence, and a second disaster ensued, I should then have been left without any manner of excuse.

"All the colonels being assembled, I desired the captains of the men of war to give their opinions concerning the present juncture of affairs, and our farther proceeding up the river. Some of them seemed much dissatisfied that they had not been consulted before they left *Boston*, alledging that then had been the time. I did not offer to them my reasons for not having done so, but intimated that I thought I had observed my own instructions, and if I had transgressed them I should be answerable for that elsewhere, that at this time it was not the question in debate. I told them, that since the unfortunate calamity we had met with in the loss of so many ships and soldiers, I had called them

After this misfortune nothing remained to be done but to collect such ships as had escaped destruction, and prevent a repetition of it, by getting off so dangerous a coast as expeditiously as possible. He accordingly repaired to Spanish River, where it was at first debated, whether it would not be adviseable to attack Placentia: but to this the very advanced season of the year became an objection; and on an examination of the provisions, it was found, what were left would not be more than sufficient to carry the ships back to England with their crews reduced to short allowance for the whole time. All, therefore, that could be done was to distribute a part of his ships and troops to the several stations and garrisons where a rein-

them together, to know whether they thought it practicable to get to Quebec with the men of war and transports, and with these pilots. The pilots themselves being called in severally, and questioned upon their undertaking to carry up the fleet, it appeared that none were sufficiently qualified for that purpose, which some of the captains said was not at this time new, being well known to them before we left Boston.

"But, to cut short all debates and disputes, I proposed the following question to the captains, whether they thought it practicable to get up to Quebec or not? They unanimously came to this resolution, viz. That in consequence of the ignorance of the pilots, as also the uncertainty and rapidity of the currents, it was wholly impracticable to go up the river of St. Laurence, with the men of war and transports, as far as Quebec, as by fatal experience was already found."

As a proof of the little circumspection used at home in planning this expedition, and the small attention paid to its success by the New Englanders, for whose sole benefit and advantage it was contrived, we shall beg to conclude this extracted account of the misfortune, with a paragraph from sir Hovenden's letter to Mr. Burchet after the misfortune.

"A French pilot I had on board, who had been forty voyages in that river, and eighteen in command, told me, that whenever it happened to be foggy, so as not to see the land, no man could ever be able to judge the currents, or steer by any course; that he himself had lost two ships, and was once cast away upon the north shore, when he thought himself near the south. He said the currents were so uncertain, that when people might believe themselves upon the north, they would find themselves on the south shore, and so on the contrary, as we by dismal experience found. By all this, it appears that things have been wonderfully misrepresented by those who have pretended to persuade us, in Great Britain, that fleets might sail up the river to Quebec; and this plainly demonstrates, that the people of Boston knew nothing of what they proposed, when they laid schemes for such an expedition."

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forcement, or a naval force was deemed necessary, and repair to England with the rest. His return was, certainly, the most prosperous part of the voyage, having met with nothing that could retard it, or add to those misfortunes he had already encountered. The miserable remains of this formidable equipment arrived safe at St. Helen's on the 9th of October.

Sir Hovenden's ill fortune, however, ended not here, for, on the 15th of the same month, the *Edgar*, of seventy guns, the ship on board which he had hoisted his flag, blew up at Spithead: several hundred persons unhappily lost their lives; and the admiral, independent of a considerable private property, all those public papers, journals, and records, which might afterwards, to the confusion of his enemies, have unquestionably proved his innocence and integrity. Notwithstanding his ill success, he had the happiness to be very graciously received by the queen, who knew well how to discriminate between misfortune and mismanagement, and possessed a mind too noble to be poisoned by the malicious insinuations of those whose private purposes it might answer to censure, and condemn him.

It is very evident that administration did not by any means think him culpable, for early in the following spring we find him appointed to command a squadron, destined for the West Indies, consisting of three ships of the line and four frigates. Having hoisted his flag on board the *Monmouth*, he sailed from St. Helen's on the 28th of April; and, without meeting with any thing remarkable on his passage, arrived at Antigua on the 25th of June. Here he was joined by the *Diamond* and *Experiment* frigates, who had taken many prizes. He proceeded from thence to Jamaica, where he arrived on the 6th of July. No French armament being in that part of the world, the detail of an enterprize cannot be expected, as he had neither troops nor instructions to attempt any thing by land. The time of his service passed on without any material encounter, though *Cassard*, a French commodore, arrived out with a squadron of eight ships of war, seventeen or eighteen small vessels, and a land force of five thousand men, and did much mischief both at Nevis and St. Christopher's. They attempted Antigua, and

and were repulsed. A proclamation being made soon afterwards for a cessation of arms, sir Hovenden received orders to return to England: complying with which, he arrived in the downs on the 26th of May 1713.

After this time he had no appointment. But this was not all; on the accession of George the First, by a procedure totally unprecedented, unwarranted, illegal and tyrannical, the administration of that time, the admiralty board, of which,—blush valour, honour and integrity, while his name is recited,—Russel, earl of Orford, was at that time first commissioner, took upon them to arraign his conduct on the Canadian expedition. But because the fair front of truth prevented any attack, or even suggestion against his military conduct, his enemies were content to change their attack, and demand, peremptorily, accounts that were destroyed with his ship, and meanly suggest an extravagant expenditure, because accident had deprived him of an opportunity of refuting their charge. Uncondemned, for no investigation was ever made as to his guilt; untried, because it was, perhaps, impossible to adduce any properly founded charge against him, he endured all the disgrace, all the punishment attached to infamy, speculation, cowardice. The treatment he endured may afford this lesson to future ages, that neither gallantry, irreproachable character, and that species of misfortune, which on other occasions excites pity and compassion, are sufficient to shield a devoted victim from the rage of political oppression\*.

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\* Lediard gives us the following remark, and honourable account of him; authentic, no doubt, in every particular, except that he may, probably, be mistaken in the date, as to the time he saw him on the Continent.

“The case of the admiral, in the mean time, was very hard; I never heard, or could find, that any thing was laid to his charge, as contributing to the misfortune, or the least blame laid on his conduct. Yet, after the miscarriage, many loud and invidious clamours were raised in general, without descending to particulars, against him. He had the misfortune to incur the displeasure of somebody, and not only was (after another voyage to the West Indies, of which I shall give an account below) struck out of the list of admirals, but out of the half-pay list too. There may have been some circumstances unknown to me that may have occasioned his disgrace; but upon a view of what has come to my knowledge, I have not been able to forbear thinking him hardly used, especially since (if I mistake not in the year 1703)

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In the case of sir Walter Raleigh it has ever been urged, that the injury done him consisted in executing him, not because he was innocent, but because the new commission granted to him purged every offence he had been guilty of. Russel, the *patriot* Russel, would have been among the foremost to have promulged this doctrine in any instance where he himself was not the cause of the tyranny. By a parity of reasoning sir Hovenden's appointment to the West India command, posterior to the Canadian expedition, entirely acquitted him, in a strict and legal sense, of any error he might be afterwards supposed to have committed during that period. Nevertheless, without undergoing that trial which every man, even whose guilt is of the most glaring and atrocious kind, has a natural and undoubted right to claim, he was not only deprived of his rank in the service but also of his half pay: the poor subsistence granted by a *munificent* nation, to preserve from want, the old age of an officer who had spent his best blood, most certainly his best days, in its service\*.

With the trifling patrimony he inherited from his ancestors, encreased by his own care and abstemiousness, he retired to Ireland, where he *is said* to have died about the year 1725.

WATSON, or WATTON, Peter. — There is, probably, more confusion about this gentleman than any other

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I had an opportunity of being acquainted with him, in Hamburgh and Hanover, and found him a gentleman of letters, good understanding, ready wit, and agreeable conversation, and withal the most abstemious man living, for I never saw, or heard, that he drank any thing but water, or eat any thing but vegetables. I hope he then partook of his royal master's bounty; the ministry, at least, seemed to look on him with a favourable eye: and I was an eye-witness that his royal highness, the prince of Wales, when, upon a certain occasion, we were both so happy to be an hour or more together in his presence, gave him a very gracious reception."

\* If it should in after ages be asked, what was the crime of this man? the only point that can be adduced to his charge is, that he was the friend of Henry St. John, viscount Bolingbroke. The only substance of a charge that attaches in the smallest degree to him is, that he appears to have acted rather too much from himself, without consulting those who, although they were subordinate to him in command, were, probably, capable of advising him; yet this very circumstance the bitterness of his enemies took no notice of.

person who ever served in the navy. He is mentioned by two or three different names, and as many periods are officially given of his entrance into the naval service: We have already inserted an account of a Peter Wotton\*, whom we honestly believe to have been the same person as the present, of whom we are to endeavour to say something farther. In some official papers he is said to have taken post from the 31st of August 1691, but the name of the ship is not given. The first information we have to depend upon is, that he was appointed commander of the *Lark*, of sixteen guns, on the 17th of July 1692. He continued during the ensuing year in this ship, which was one of those sent, under sir George Rooke, to convoy the unfortunate Smyrna fleet. During the whole of that which followed he was employed in the same ship as a cruiser in the Channel, a service in which he met with much success, having taken several valuable prizes. In the year 1695 he was promoted to some ship of the line, but neither its name, nor the service in which it was employed, appear. He did not long retain this command: the ship was dismantled at the time of the peace; and he received no other commission till after the accession of queen Anne: he was then appointed captain of the *Saint George* of ninety-six guns, the ship on board which sir Stafford Fairborne carried his flag, during the Cadiz expedition, as rear-admiral of the white. Not long after the return of the fleet into port, being infirm, he retired altogether from the service, on a pension of six shillings and nine-pence a day. This he continued to enjoy till the time of his death, in the year 1717.

WINN, or WYNN, Robert,—the descendant of an ancient Welch family, was appointed commander of the *Cadiz Merchant* fireship on the 17th of February 1692. In the following year he was promoted to the *St. Martin's Prize*, a frigate of twenty-four guns, stationed to be under the immediate order of the lord lieutenant of Ireland for the time being. No notice is taken of him after this time till the accession of queen Anne, except that for some short period during the war he commanded a ship of the line. In 1702 he was made captain of the *Swiftsure*, of

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\* See page 59.

seventy guns, one of the ships sent, under sir G. Rooke, on the Cadiz expedition.

In the following year he accompanied sir Cloudesley Shovel on his expedition to the Mediterranean; and, in 1704, still continuing to command the *Swiftsure*, he sailed, under the command of sir George Rooke, for the same station. During this season he eminently distinguished himself at the attack of Gibraltar, and the battle off Malaga which succeeded it, having borne a very active and conspicuous share in both. His name never occurring in the service after this time, we believe him to have quitted it, and retired into Wales, his native country, soon afterwards. He died there, but in what year is not known.

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## ERRATA.

Page 336, line the last, *for so remarkable read was remarkable.*  
 337, line the first, *for the ship read that.*

END OF THE SECOND VOLUME.